CARPENTER MARTY transportation

Bexley Trinity Development

Traffic Impact Study

Prepared for: Continental Real Estate Companies

August 24, 2023

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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

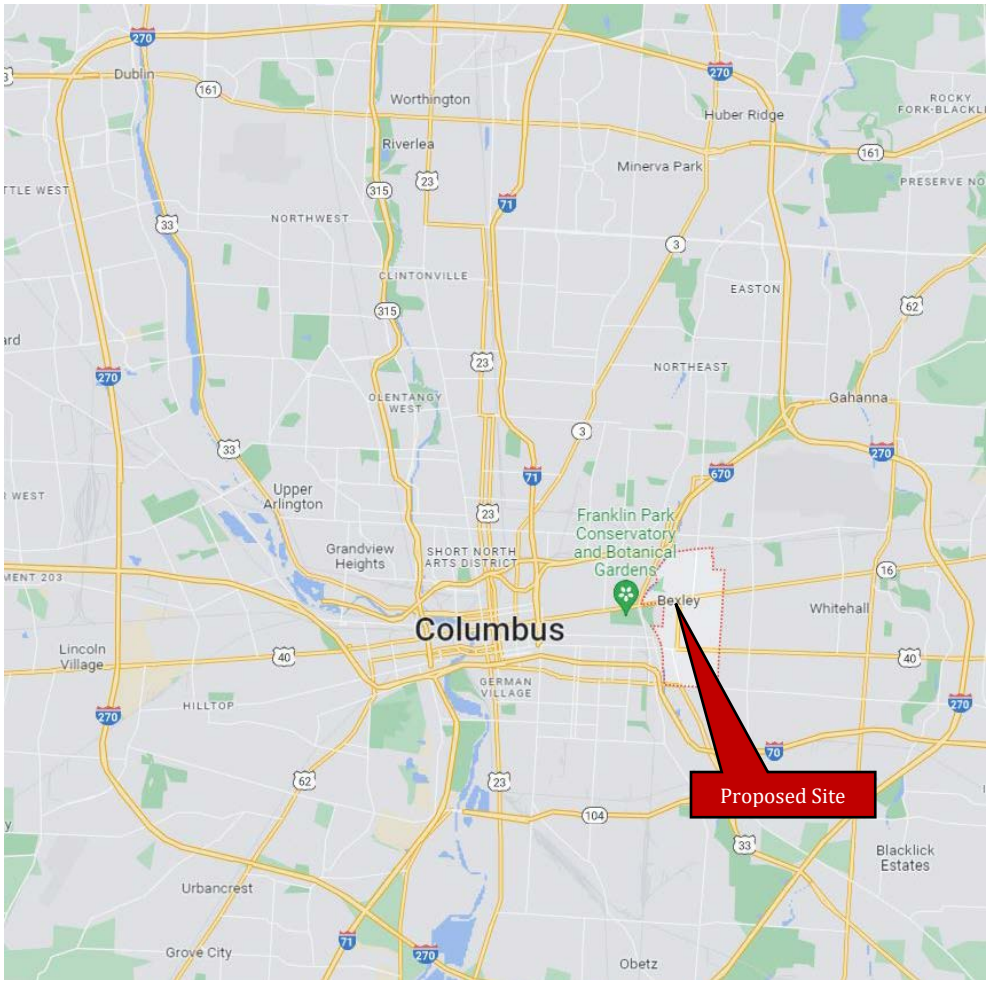
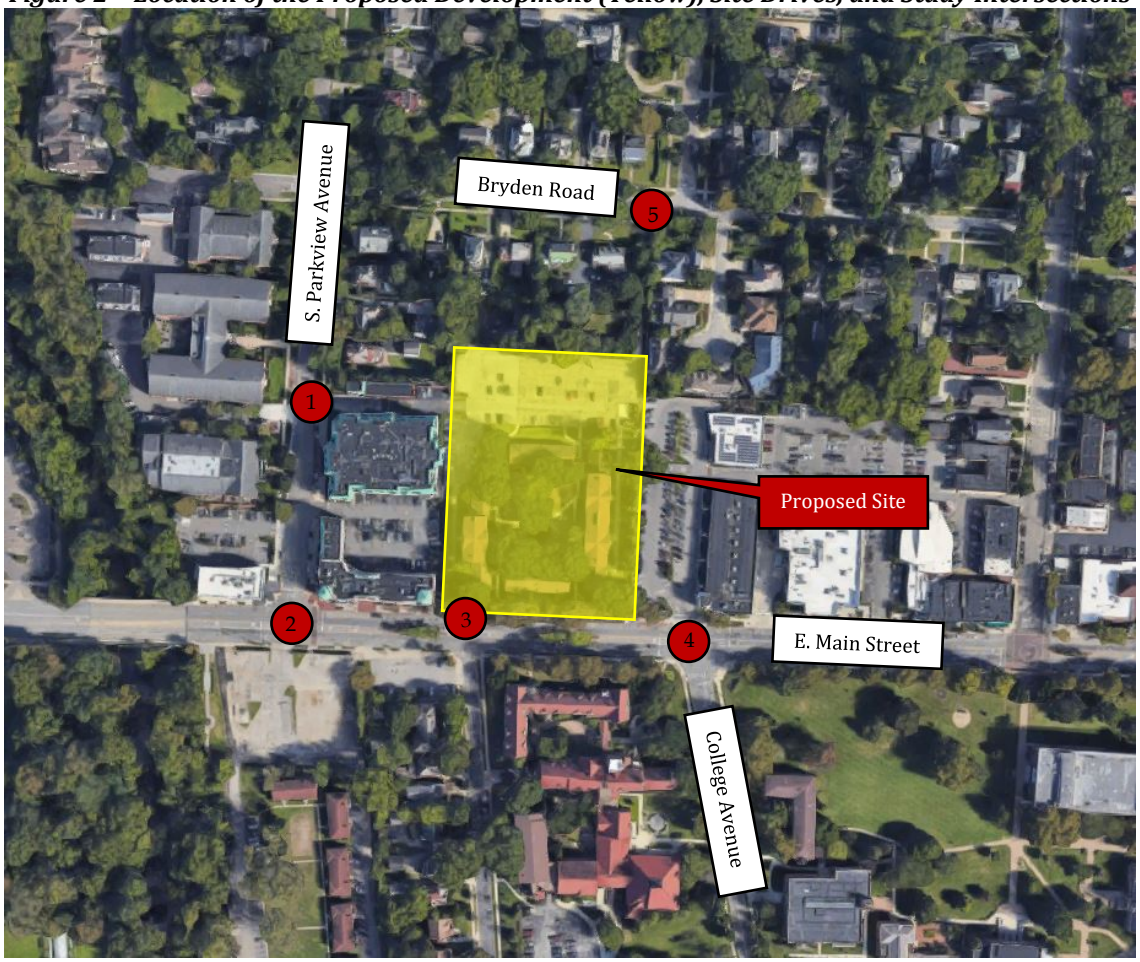


Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections

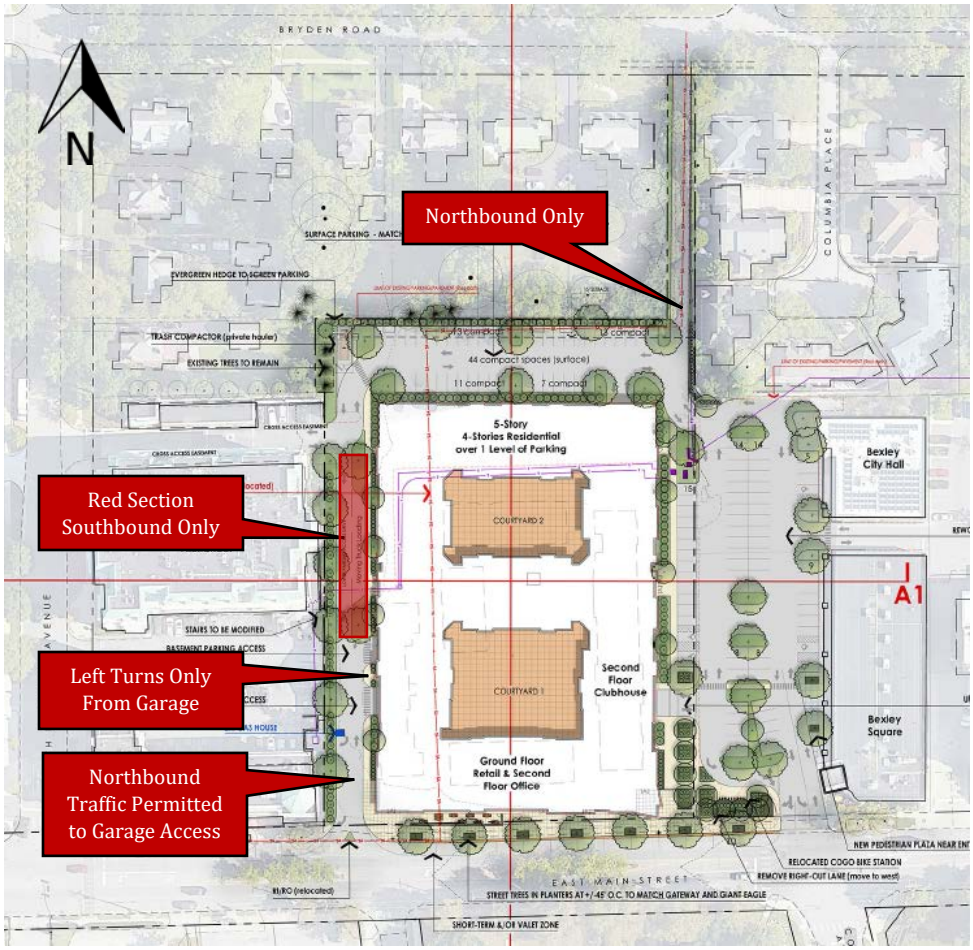


Land Use & Intensity

The site is proposed to develop as a 219-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, cross access to Bexley Square, and an exit-only access on Bryden Road. Note that the Bryden Road access was not analyzed in this study as vehicular traffic utilizing this access is expected to be minimal and mostly utilized by pedestrians and cyclists. It should also be noted that there is existing access to Bryden Road which permits two-way vehicular traffic. The site plan is provided in **Appendix A.**

Figure 3 below identifies the planned site circulation for the development 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.

Figure 3 - Site Circulation 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)
5. Bryden Road & Site Access 4 (vehicular exit only, pedestrian, cyclist 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 and Trip Generation

Trips for the existing development site were generated using the Institute of Transportation Engineers (ITE) methodologies and the Trip Generation Manual, 11th Edition. Land Use Code (LUC) *225 – Off-Campus Student Apartment (Low-Rise) – Adjacent to Campus* was used to generate trips for the existing development. Pass-by and internal capture reductions do not apply to this development. **Table 1** summarizes the trip generation for the existing development site. Trip generation outputs from ITE can be found in **Appendix C**.

Table 1 – Existing Site Trip Generation Summary

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
225 – Off-Campus Student Apartment (Low-Rise) – Adjacent to Campus	94 Bedrooms	9	15	18	18

These trips were distributed throughout the study area and subtracted from the existing count data to produce Background volumes for the AM and PM scenarios.

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.

B. Proposed Site Trip Generation

Trips for the proposed development site were generated using the ITE methodologies and the Trip Generation Manual, 11th Edition. LUC *230 – Low-Rise Residential with Ground-Floor Commercial – GFA (1-25k)* was used to generate trips for the proposed development. Pass-by and internal capture reductions do not apply to this development.

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

Table 2 – Proposed Site Trip Generation Summary

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
230 – Low-Rise Residential with Ground-Floor Commercial – GFA (1-25k)	219 Dwelling Units	22	74	56	23

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 3 – 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’	150’
E. Main Street & College Avenue	Eastbound Left	95’	100’	100’
	Westbound Left	140’	250’	250’
	Southbound Left	65’	150’	150’
	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. Thus, any future turn lane length extensions would not be the responsibility of the development.

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 4 – 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/9.8	B/10.0	A/9.3	B/10.4	A/9.8	B/10.0	A/9.4	B/10.5
	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/7.4	A/7.5	A/7.7	A/7.7	A/7.5	A/7.5	A/7.7	A/7.7
E. Main St. & S. Parkview Ave.	EB	A/3.5	A/3.8	A/4.1	A/4.5	A/3.6	A/4.3	A/4.2	A/4.6
	WB	A/0.5	A/3.9	A/0.5	A/3.9	A/0.6	A/9.0	A/0.5	A/4.0
	NB	D/36.0	D/35.9	D/36.2	D/36.2	D/36.0	D/35.9	D/36.2	D/36.2
	SB	D/41.6	D/42.4	D/40.0	D/40.2	D/41.9	D/42.7	D/40.2	D/40.4
	Total	**A/5.4**	**A/7.3**	**A/5.7**	**A/7.2**	**A/5.4**	**A/9.9**	**A/5.7**	**A/7.3**
E. Main St. & Site Access 2	SBR	---	B/11.2	---	B/11.1	---	B/11.5	---	B/11.4
E. Main St. & College Ave./ Site Access 3	EB	C/20.8	C/21.8	C/25.7	C/26.2	C/21.4	C/22.5	C/27.0	C/27.5
	WB	A/5.2	A/5.9	A/6.4	A/6.8	A/5.4	A/6.2	A/6.9	A/7.3
	NB	D/41.7	D/38.1	D/41.4	D/39.2	D/41.6	D/37.8	D/40.6	D/38.5
	SB	D/36.6	D/37.2	D/36.7	D/36.4	D/36.4	D/36.9	D/36.3	D/36.0
	Total	**B/17.4**	**B/18.0**	**C/21.9**	**C/22.0**	**B/17.5**	**B/18.1**	**C/22.4**	**C/22.5**

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 Site Access 2.

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 encouraged as they reduce vehicular impacts to public roadways. Additionally, interconnectivity between the site access points and adjacent development access points provides drivers with increased options for ingress and egress and reduces traffic impacts at any specific access point. In summary, based on the design of the site, drivers are encouraged to enter and exit the site via E. Main Street, but also have the ability to travel to adjacent developments without needing to access public roadways.

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

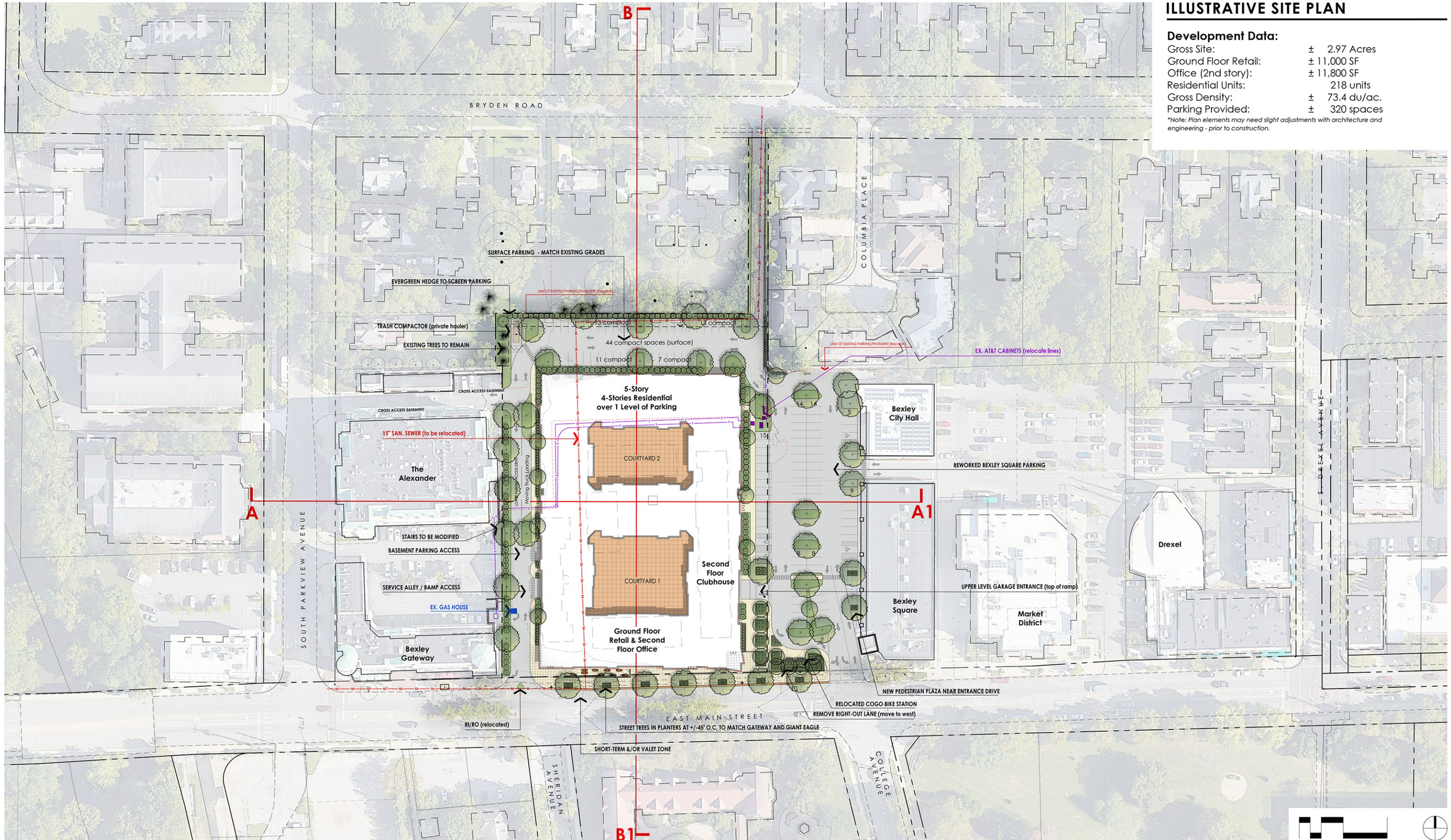
Appendix A

ILLUSTRATIVE SITE PLAN

Development Data:

Gross Site:	± 2.97 Acres
Ground Floor Retail:	± 11,000 SF
Office (2nd story):	± 11,800 SF
Residential Units:	218 units
Gross Density:	± 73.4 du/ac.
Parking Provided:	± 320 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.: 8.10.2023)

CONTINENTAL REAL ESTATE COMPANIES

EDGE
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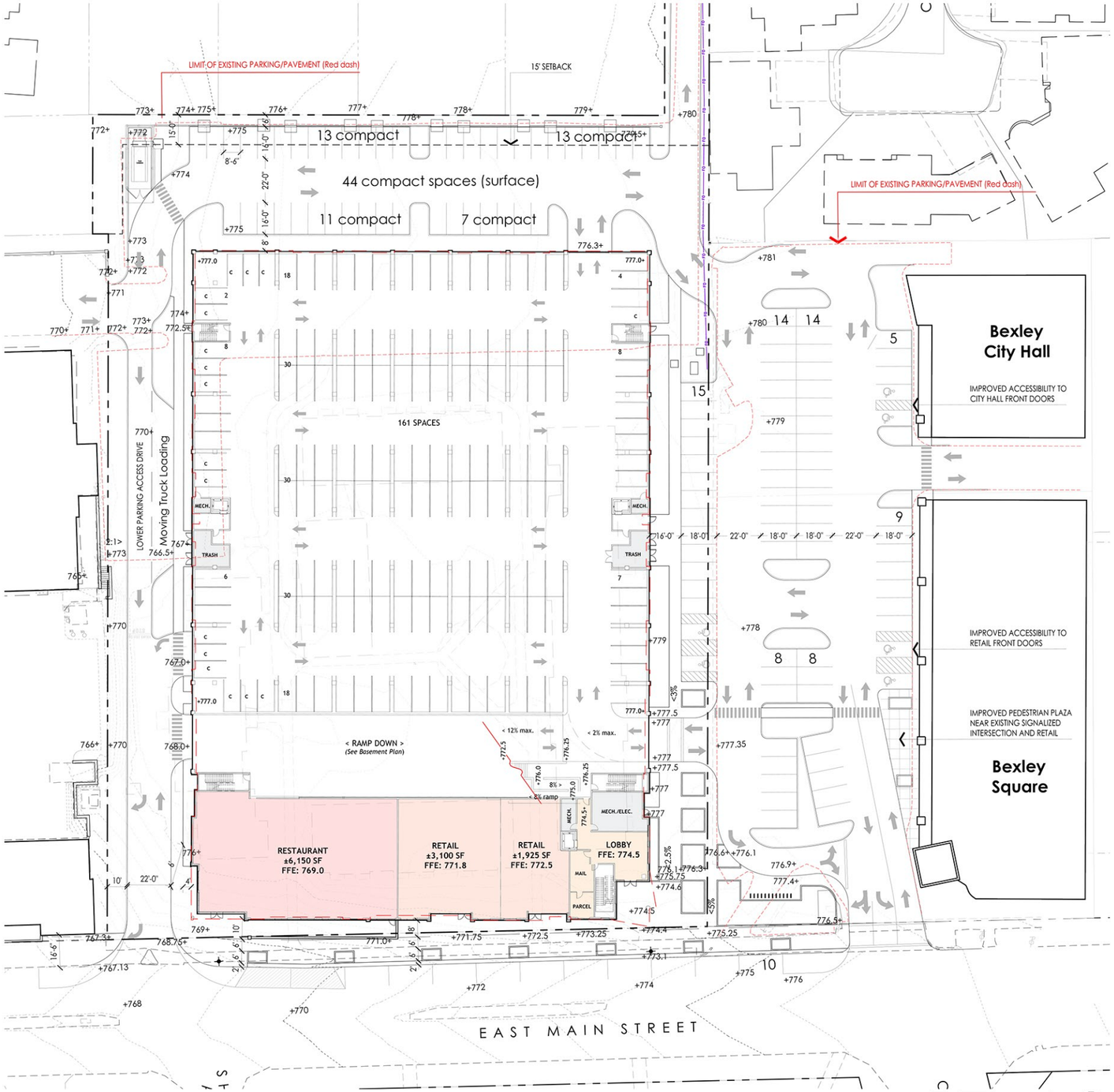


SURFACE & LEVEL 1 PARKING PLAN

EXISTING BEXLEY SQ. PARKING

PARKING PLAN

Parking Required:

Ground Floor Restaurant:	± 6,200 SF x 4/ksf =	25
Ground Floor Retail:	± 5,000 SF x 3/ksf =	15
Office (2nd story):	± 11,800 SF x 2.5/ksf =	30
Residential Units:	218 units x 1.5* =	327
Total Required:		397 spaces
Less for Cross-Access Esmt (2):		-4
		393 spaces

*Note: *Residential within the MUC district is only required 1 space per unit*

Parking Provided:

Basement Level Garage:	± 108
Level 1 Garage:	± 161
Surface Lot (north of buiding):	± 44
Additional Surface (Bex. Sq.):	± 3
On-Street (10):	± 5
Parking Provided:	± 320 spaces

Compact Spaces:

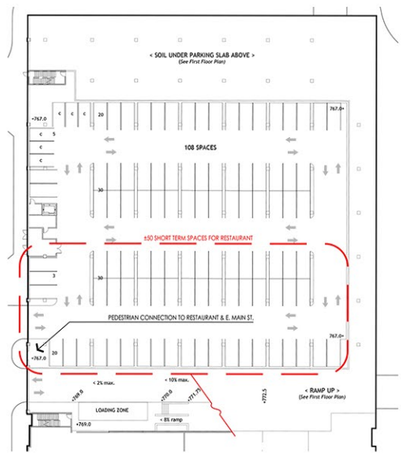
Garage:	±	23
Surface Lot:	±	44
	±	67 (21%)

Shared Parking:

- Requesting 20% of required amount as shared parking (73)
- Maximum 30% (sharing same peak time: 96 spaces)
- Retail/Restaurant: 40 (42% of max. shared)
- Office: does not share same peak time as residential

Notes:

1. Residential unit mix is high on one-bedroom units resulting in 291 bedrooms. Therefore the parking provided covers the units at a 1 space/bedroom ratio.
2. The site is within walking distance of several work place, entertainment/dining, shopping (grocery) opportunities therefore residents will not need a car as compared to more suburban sites.
3. The site is located on COTA's East Main Street - BRT Line
4. Ride shares/cogo/bike path connections are very convenient and becoming more popular
5. The site is directly adjacent to Capital University



BASEMENT PARKING

0' 25' 50'

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

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CONCEPTUAL DEVELOPMENT PLAN

2200 E. Main Street

Bexley, OH

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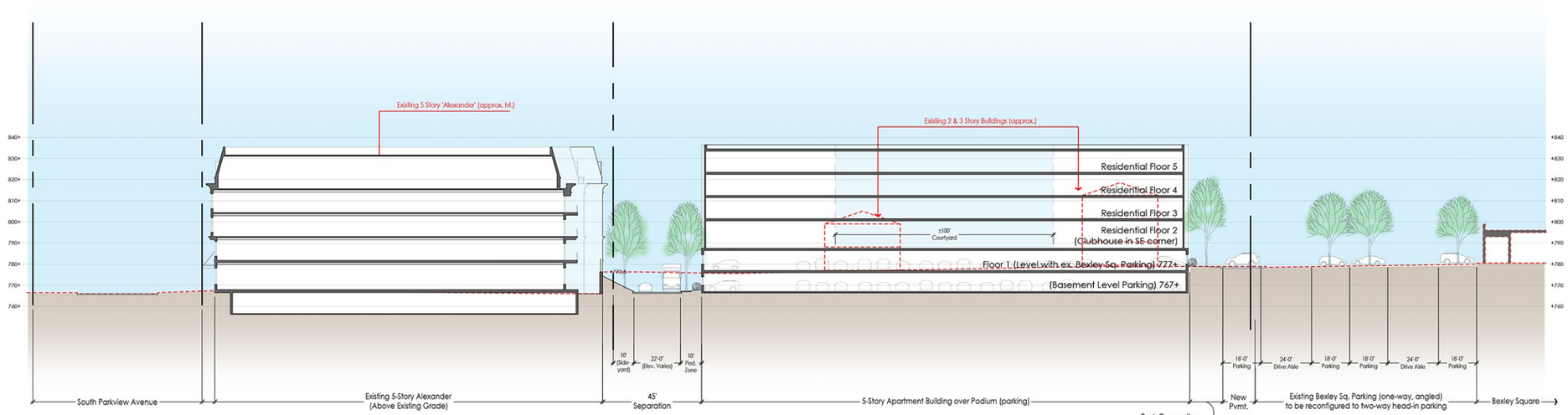
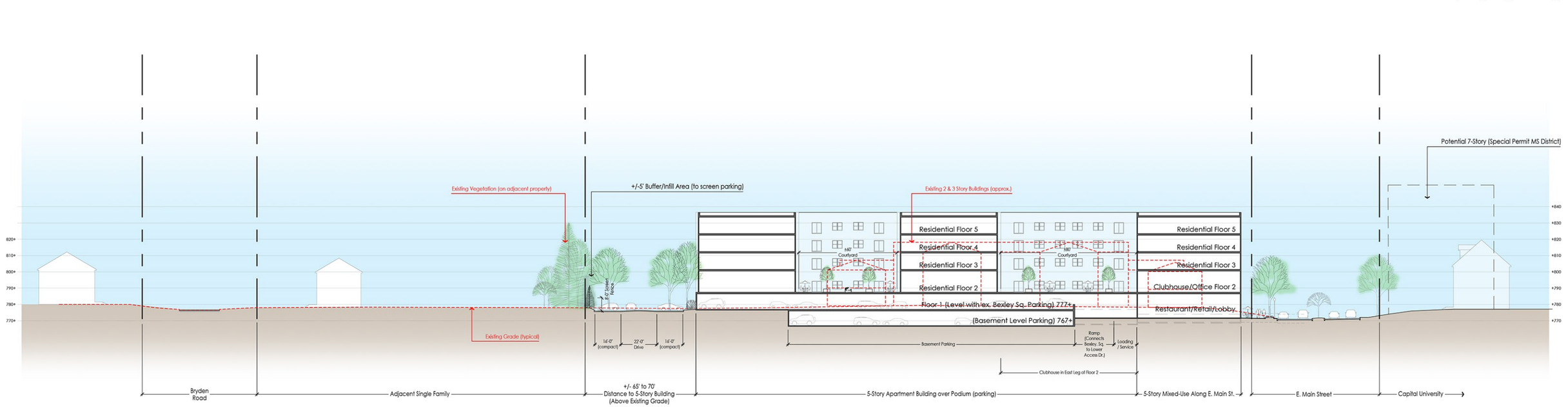
SITE CROSS-SECTIONS



TYPICAL CROSS-SECTION A-A1 (Looking North Through Middle of the Site)

0' 15' 30' 60'

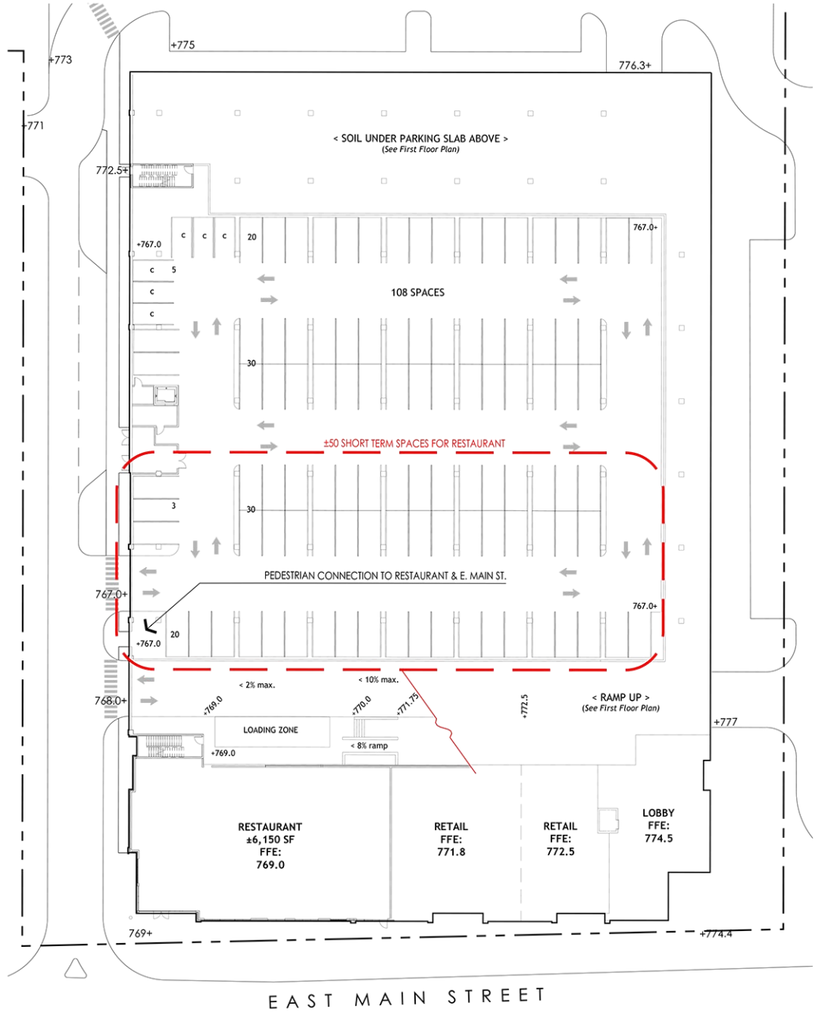


TYPICAL CROSS-SECTION B-B1 (Looking East Through Middle of the Site)

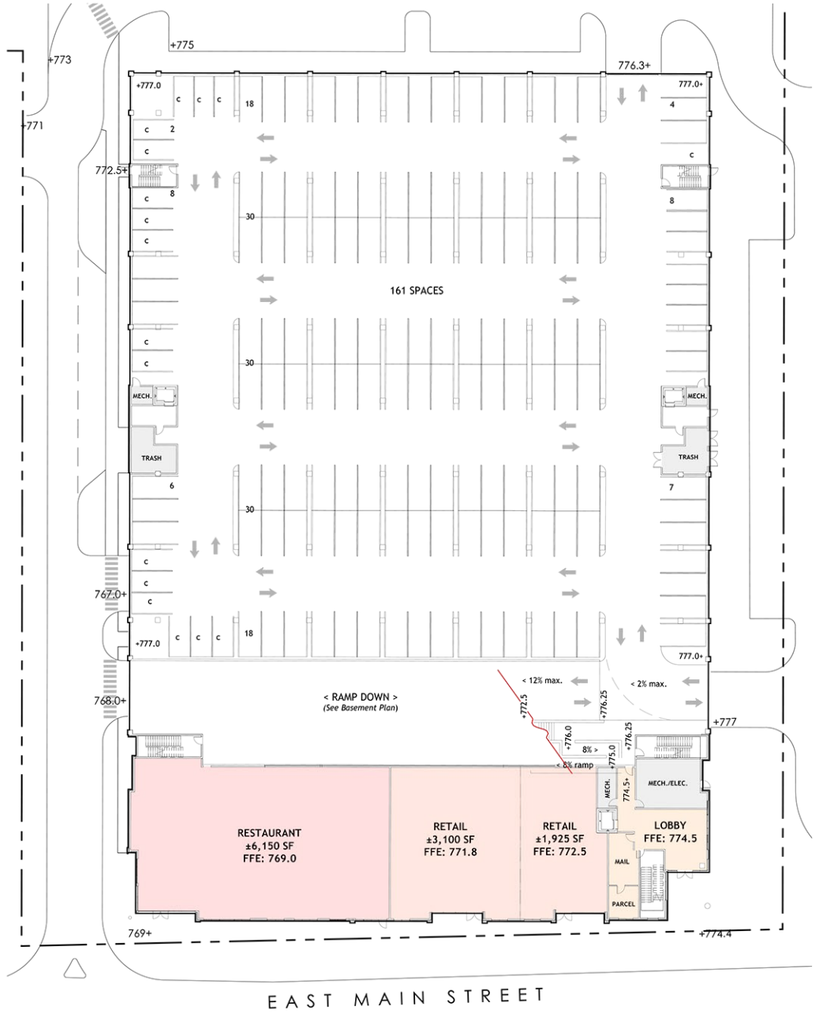
0' 15' 30' 60'

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

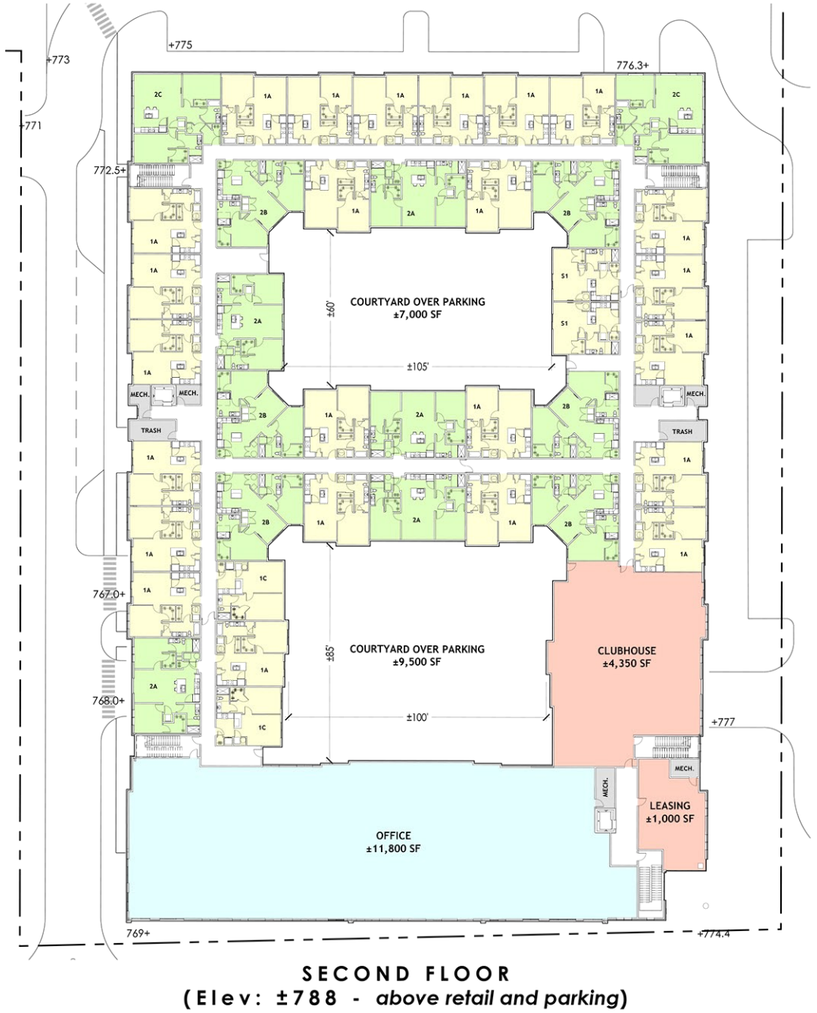
TYPICAL FLOOR PLATES



BASEMENT PARKING
(Elev: ±767)

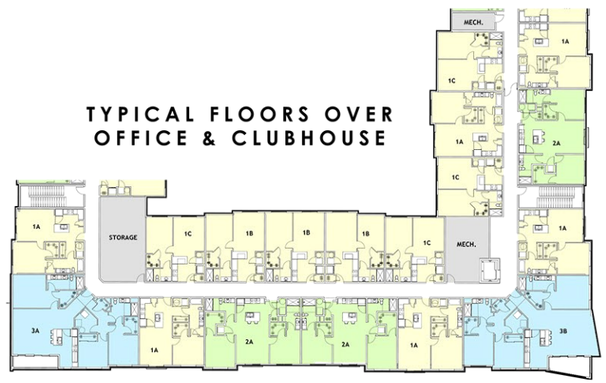


GROUND FLOOR PARKING & RETAIL
(PARKING Elev: ±777 - *close to existing Bexley Sq. Parking*)
(RETAIL Elev: ±769 to 774 - *steps with E. Main St. grades*)



SECOND FLOOR
(Elev: ±788 - *above retail and parking*)

TYPICAL FLOORS OVER OFFICE & CLUBHOUSE



0' 15' 30' 60'

NORTH

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

CONTINENTAL REAL ESTATE COMPANIES

CONCEPTUAL DEVELOPMENT PLAN

2200 E. Main Street

Bexley, OH

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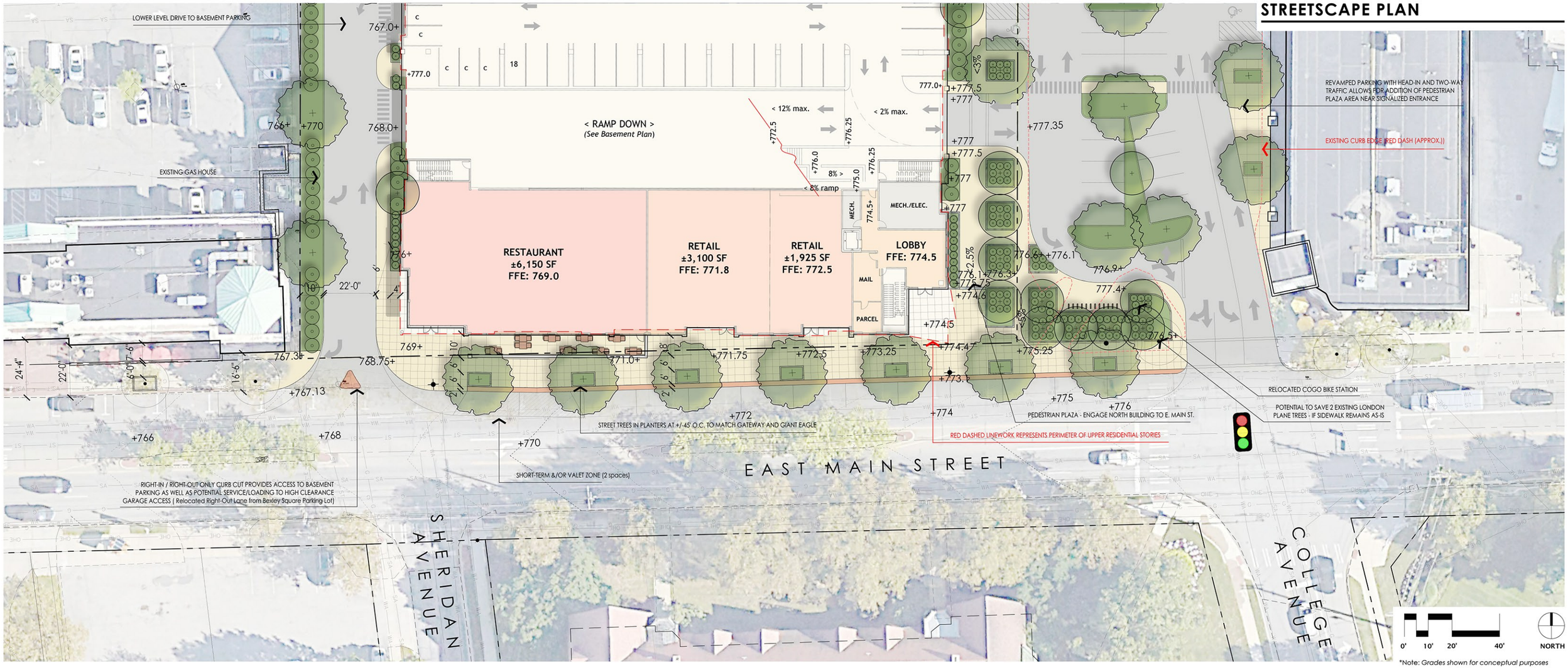
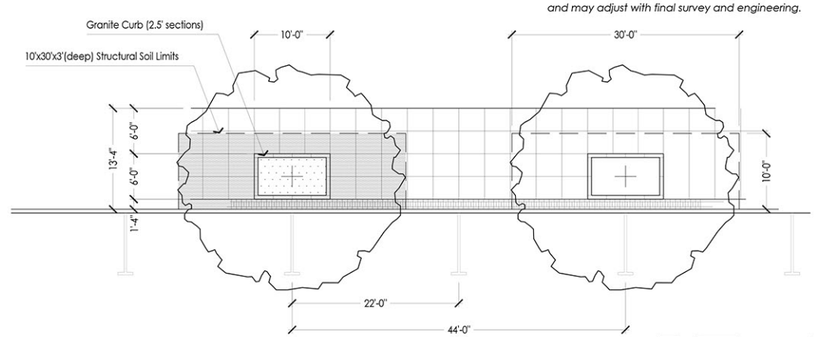
STREETSCAPE PLAN



*Note: *Grades shown for conceptual purposes and may adjust with final survey and engineering.*



Typical Streetscape Enlargement

0' 5' 10' 20'

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.: 8.10.2023)

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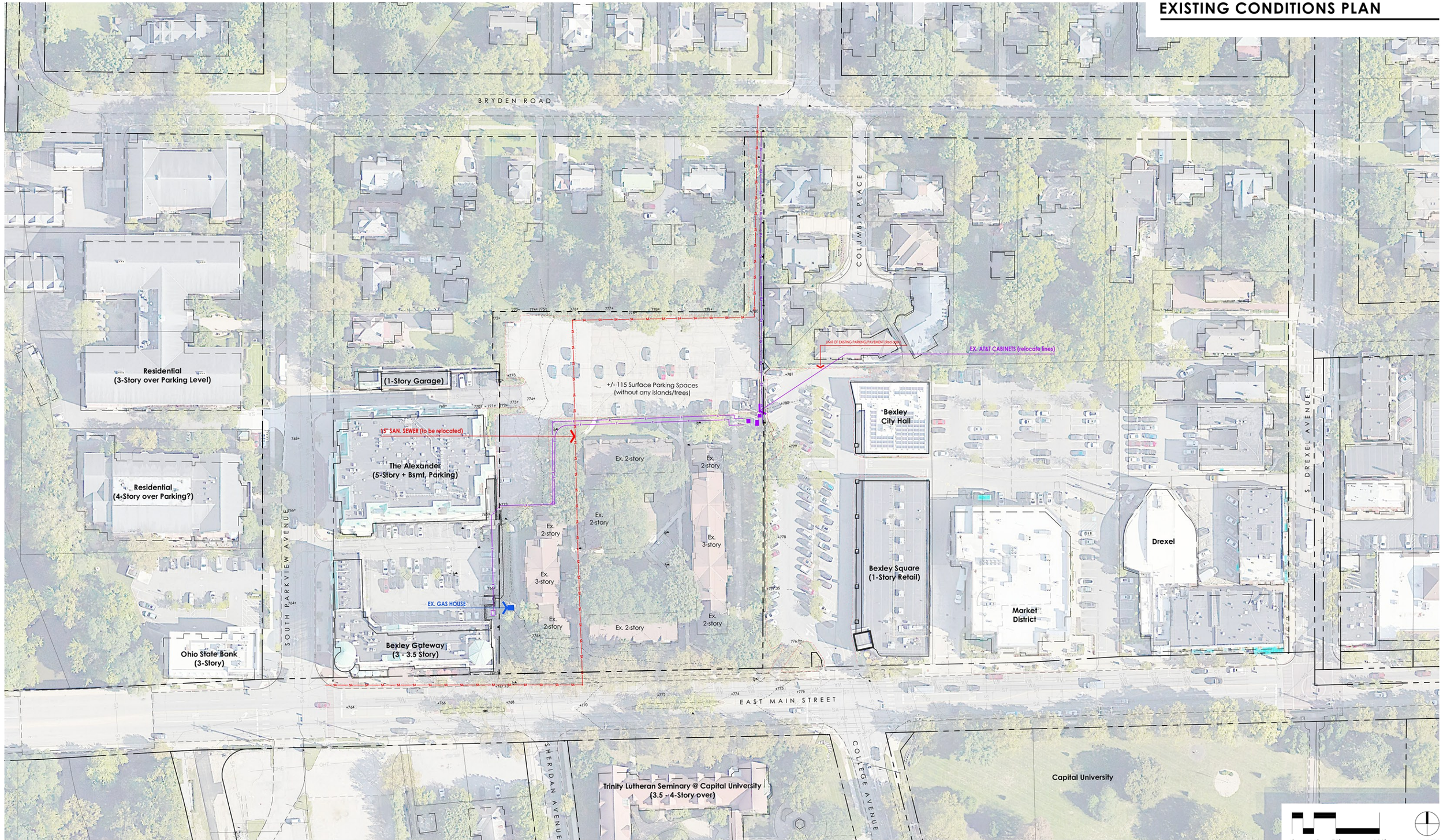
EXISTING CONDITIONS PLAN



NOTE: This existing conditions exhibit is based on a Preliminary Site Survey provided by Advanced Civil Design dated July 27th, 2023.

CONCEPTUAL DEVELOPMENT PLAN

2200 E. Main Street

Bexley, OH

July 13, 2023 (rev.: 8.10.2023)

CONTINENTAL REAL ESTATE COMPANIES

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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

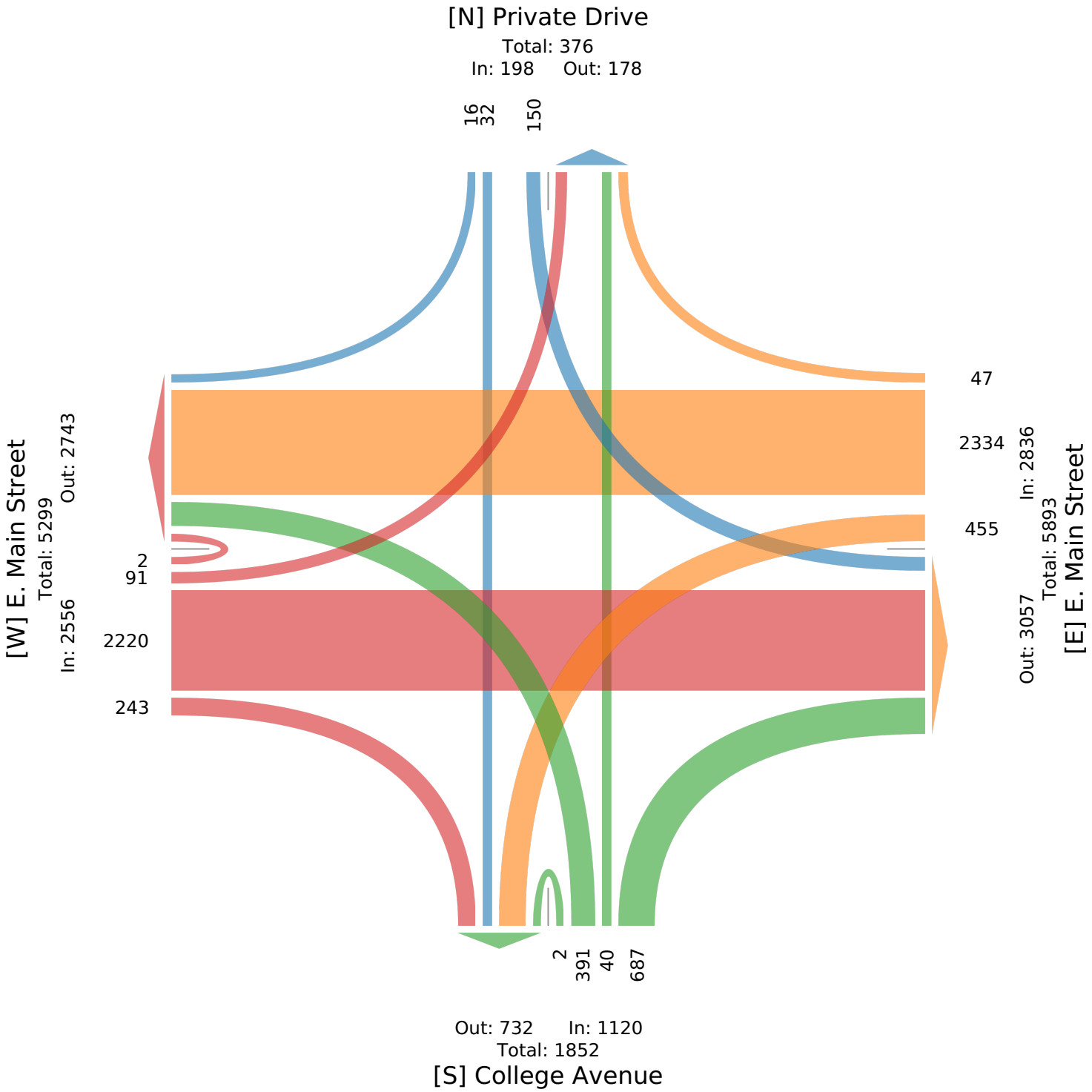
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

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.
6612 Singletree Drive, Columbus, OH, 43229, US



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

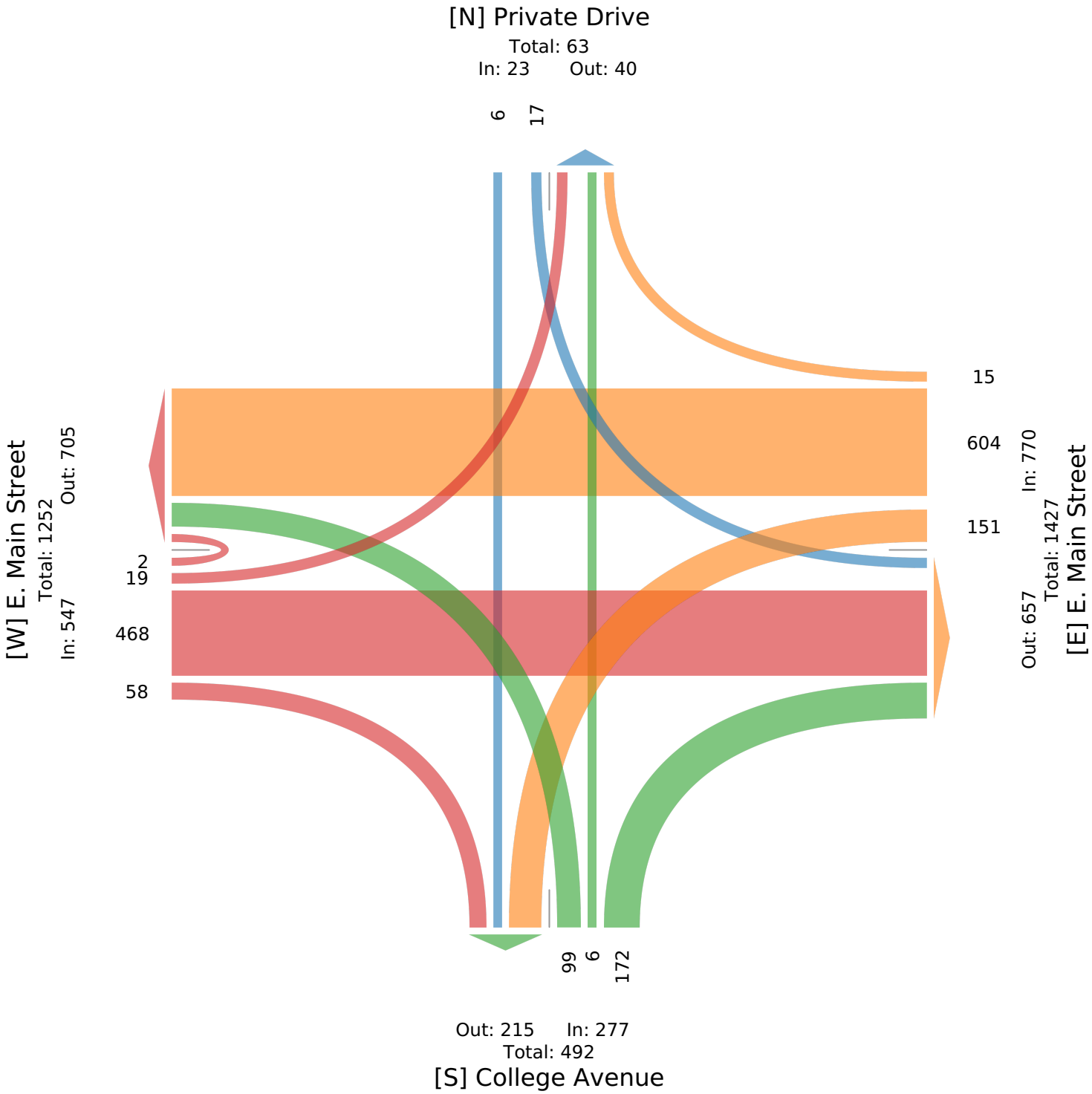
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

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
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 - 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

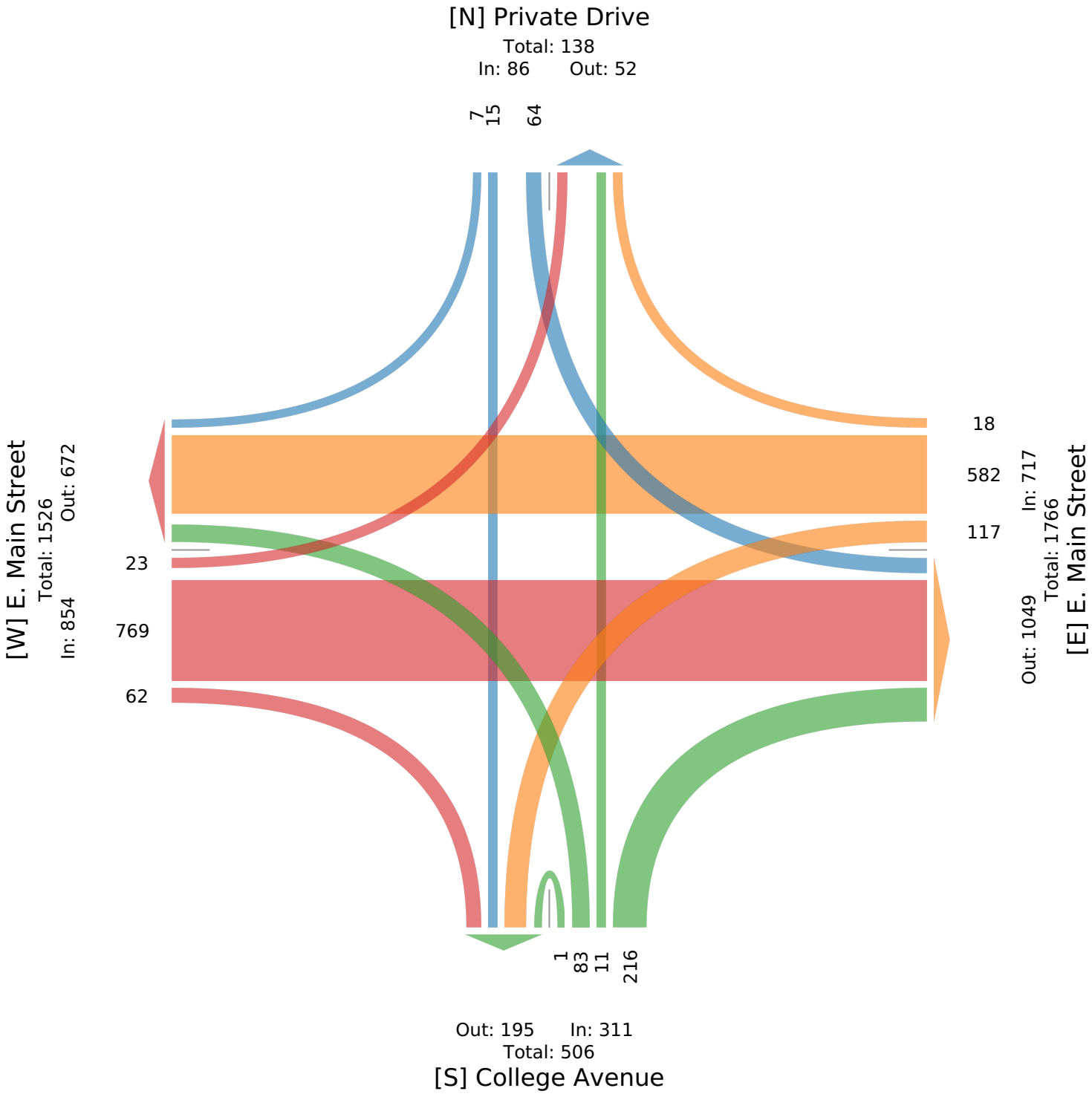
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

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

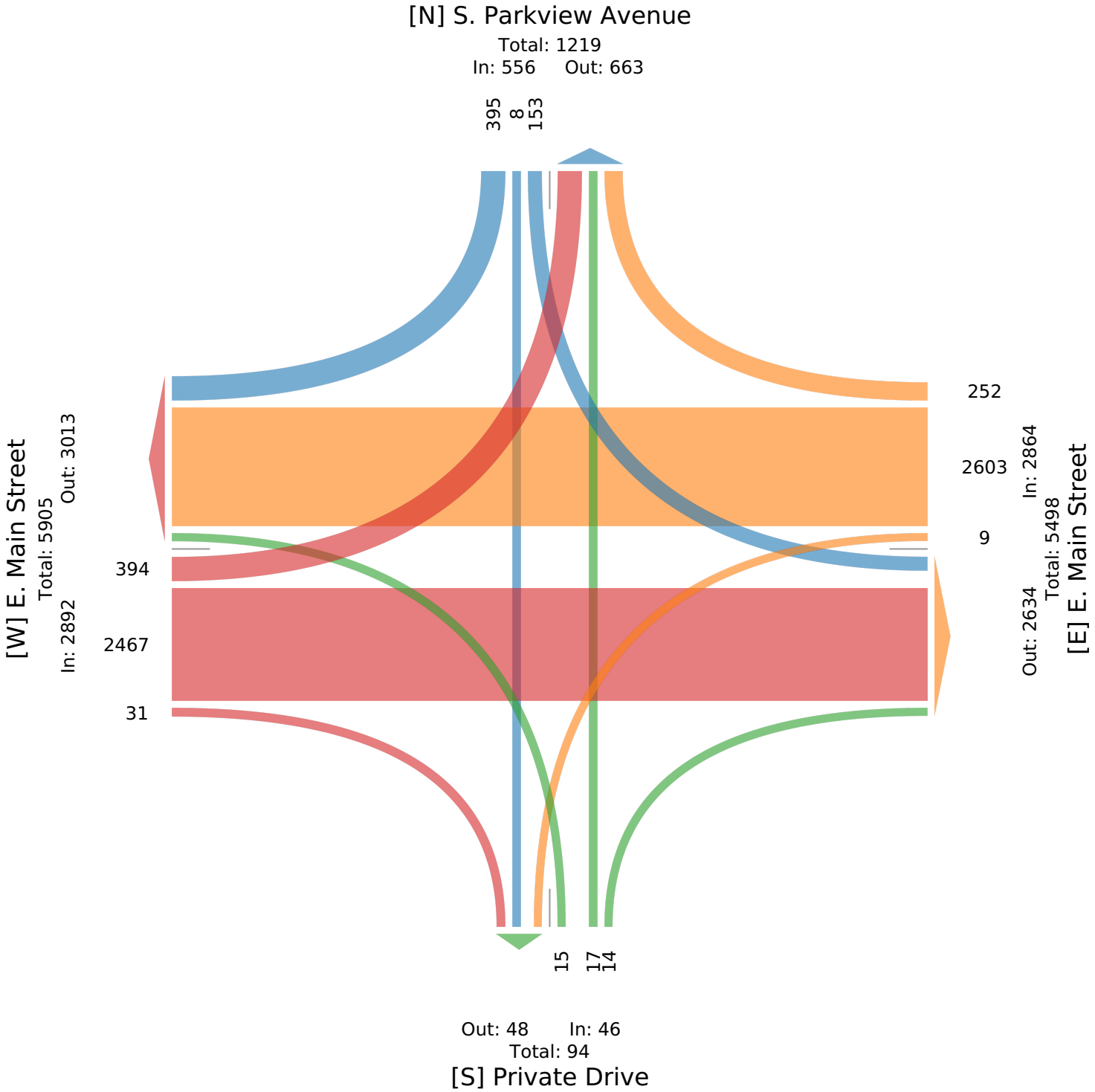
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

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

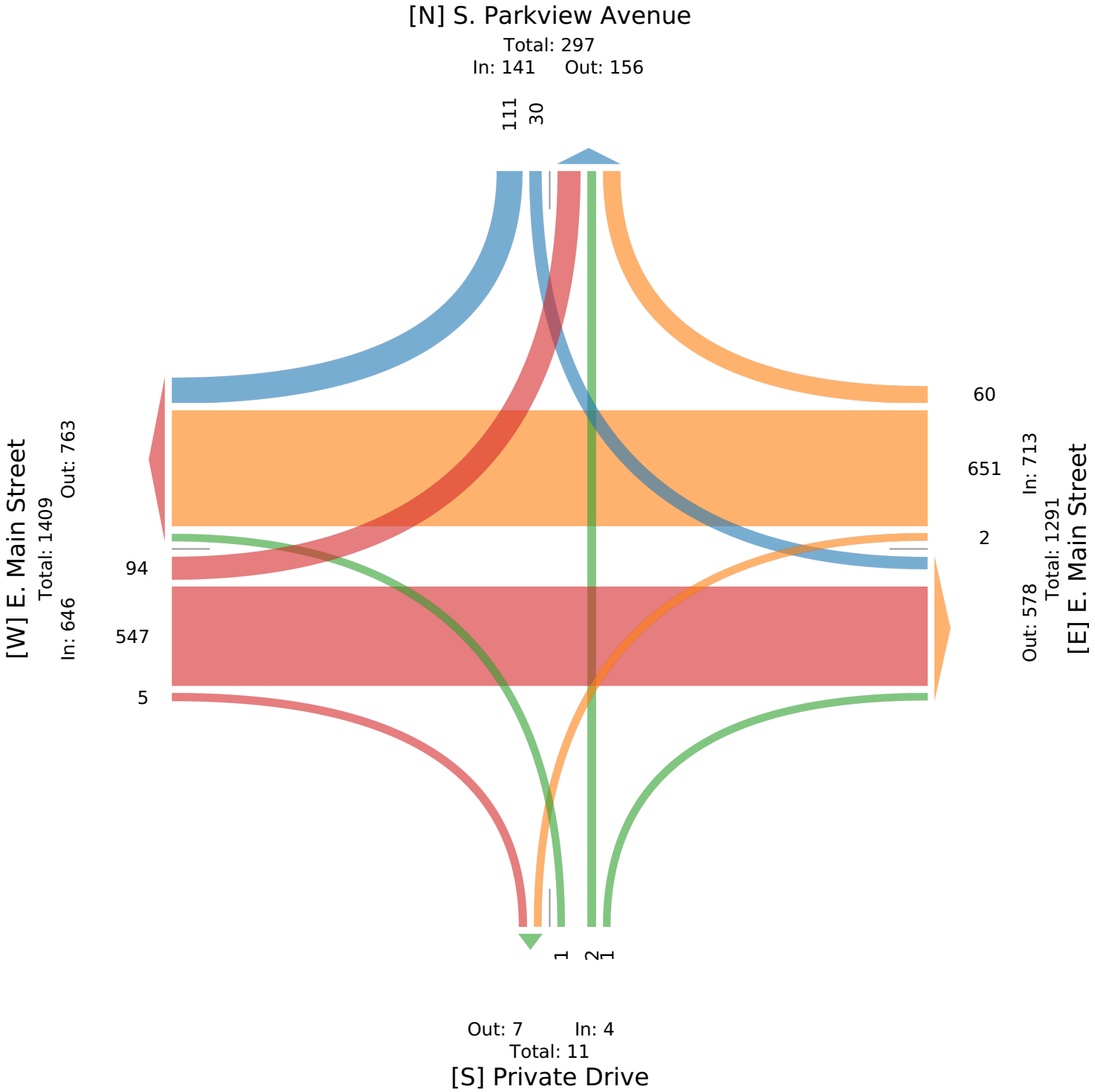
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

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

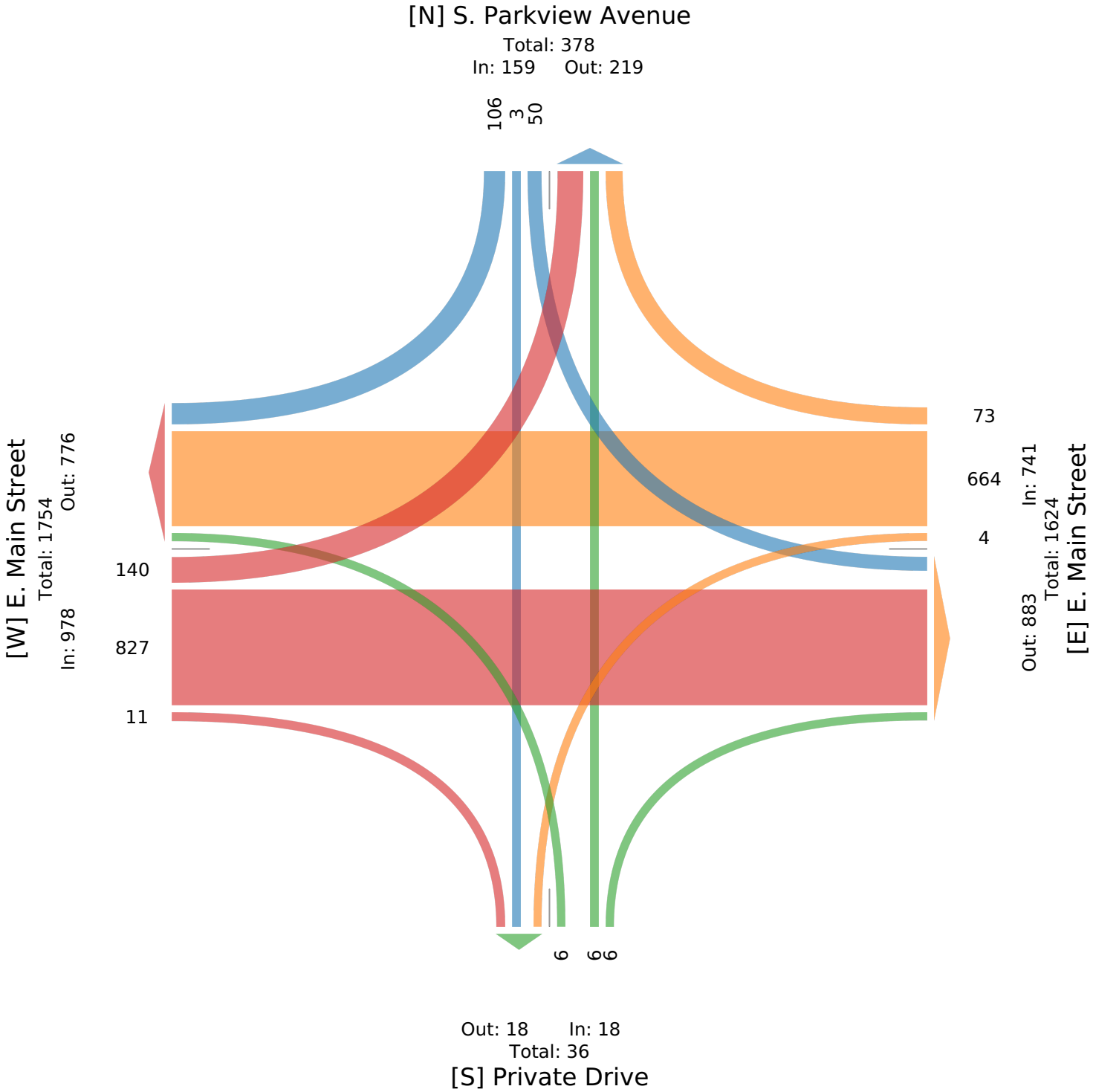
Thu May 25, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074891, Location: 39.957323, -82.942265

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

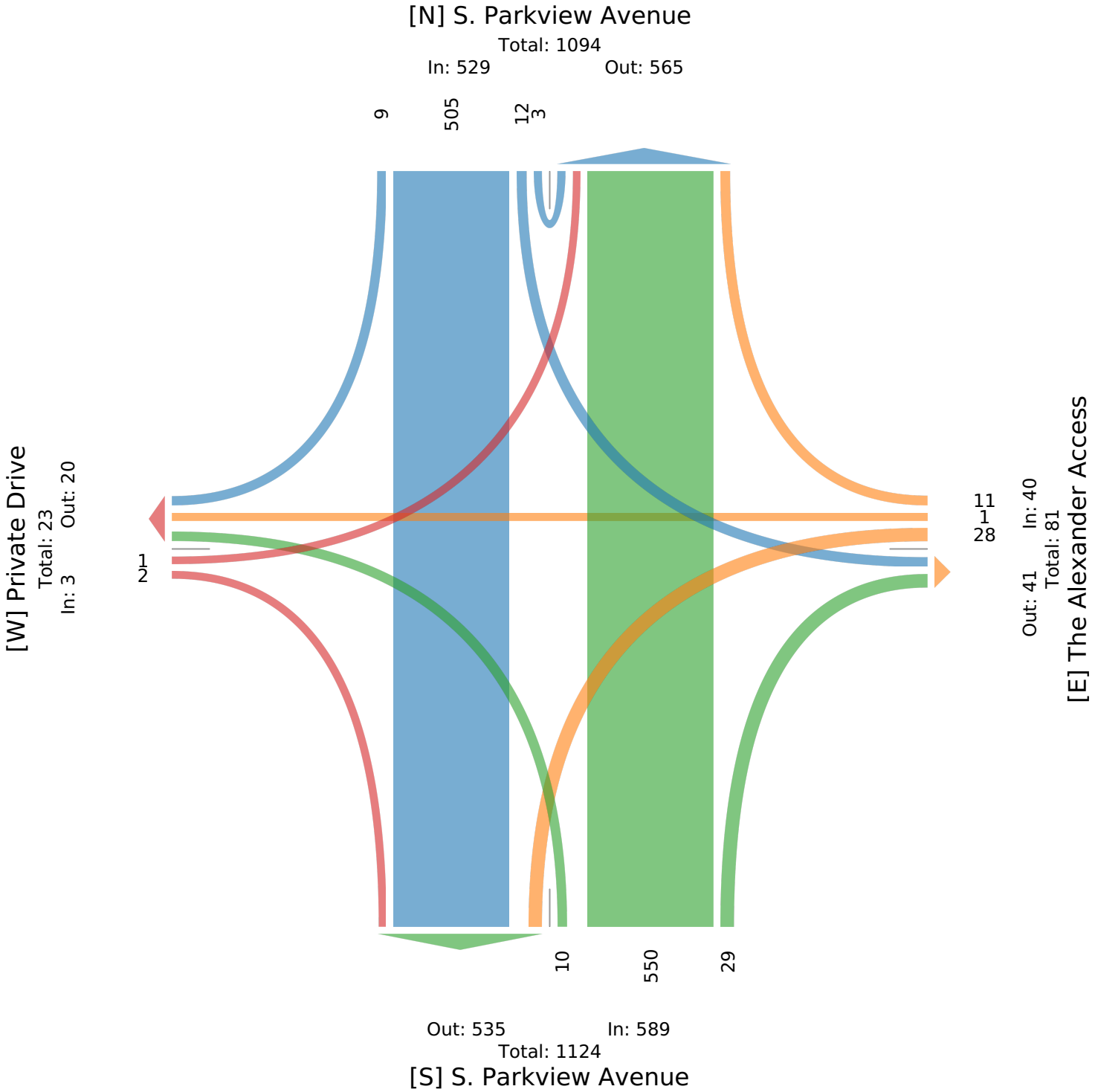
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

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

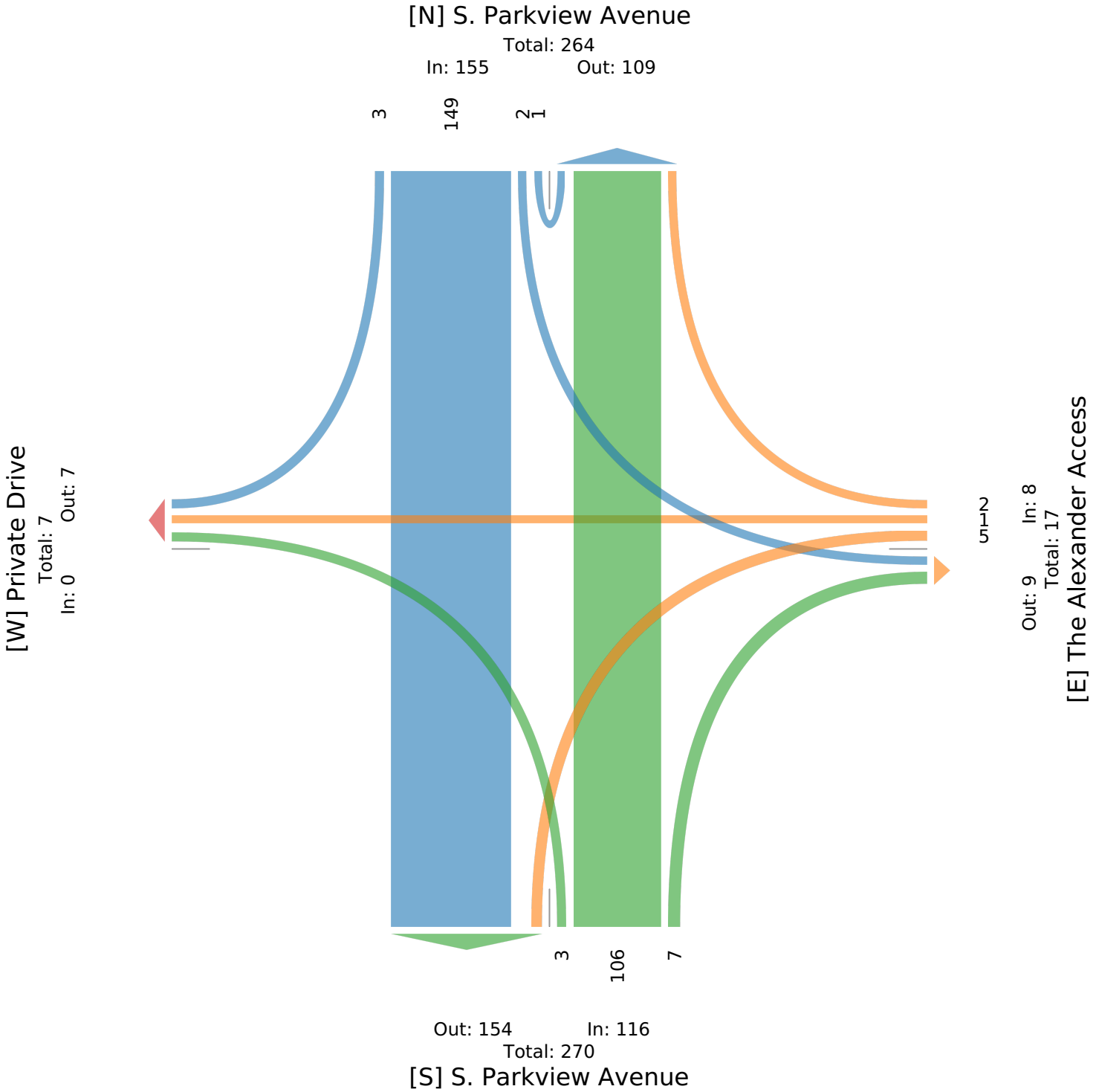
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

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

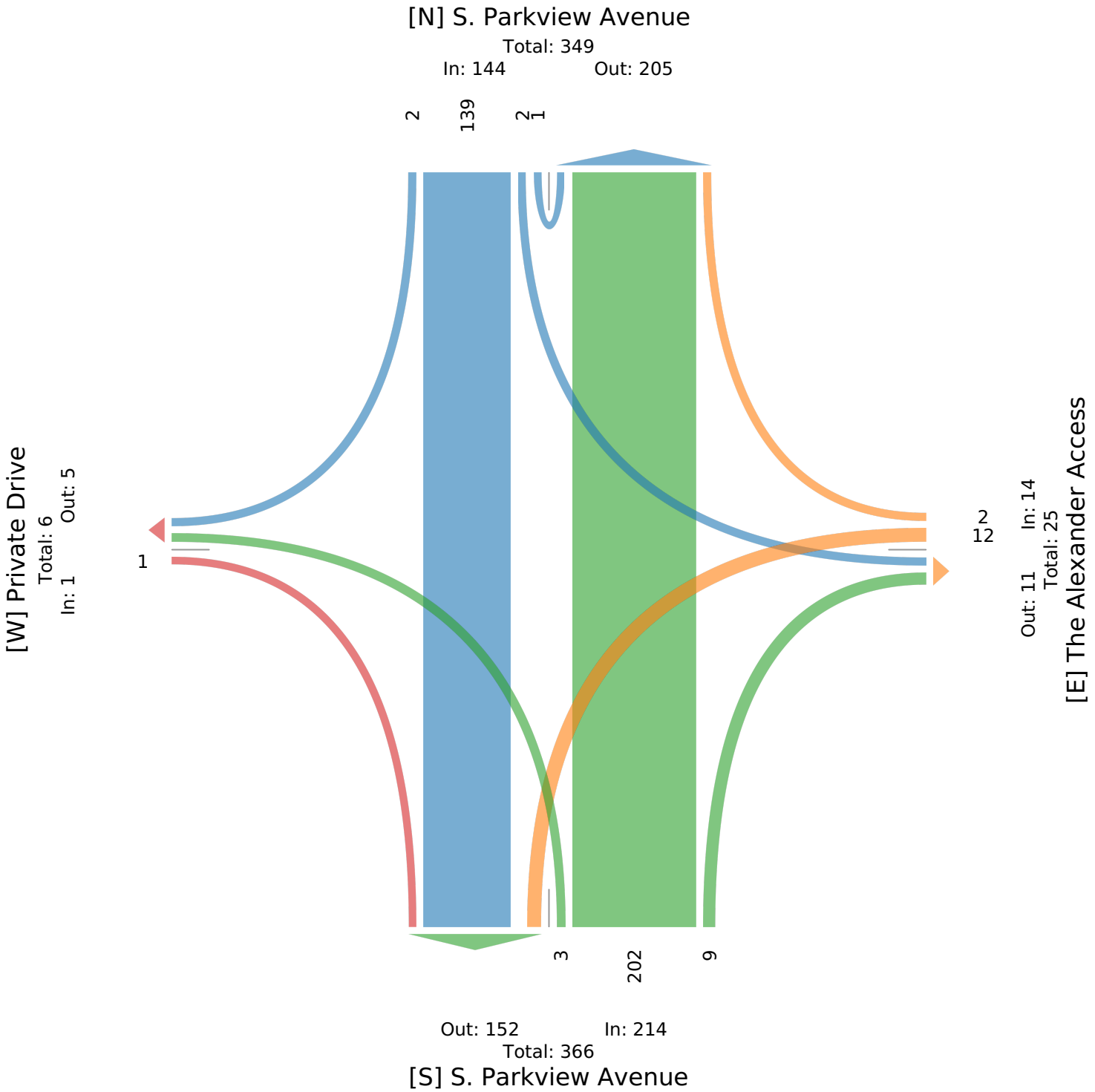
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

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

Appendix C

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%	
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	General Urban/Suburban	Dwelling Units	219	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	22	74	96
Data Source: Trip Generation Manual, 11th Ed					0.44	23%	77%	

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 (%)
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	100	100	1	1	23	77

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
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	22	74	0	0	22	74
	96		0		96	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	Residential

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:
230 - Low-Rise Residential with Ground-Floor Commercial-GFA (1-25k)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:
230 - Low-Rise Residential with Ground-Floor Commercial-GFA (1-25k)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	22	74	96
Internal Vehicle Trip Capture	**0%**	**0%**	**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
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	22	74	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
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	22	74	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

Land Use	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	22	74	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	22	74	96

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	22	74	96
Internal Vehicle Trips	0	0	0
External Vehicle Trips	22	74	96
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	22	74	96

Scenario - 2

Scenario Name: AM Peak - Existing Site
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%	
225 - Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus	General Urban/Suburban	Bedrooms	94	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG)	9	15	24
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.62Ln(X) + 0.34	38%	62%	

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 (%)
225 - Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus	100	100	1	1	38	62

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
225 - Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus	9	15	0	0	9	15
	24		0		24	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
225 - Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus	9	15	24

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	9	15	24
External Vehicle Trips	9	15	24
New Vehicle Trips	9	15	24

Scenario - 3

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%	
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	General Urban/Suburban	Dwelling Units	219	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	56	23	79
Data Source: Trip Generation Manual, 11th Ed					0.36	71%	29%	

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 (%)
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	100	100	1	1	71	29

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
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	56	23	0	0	56	23
	79		0		79	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	Residential

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:
230 - Low-Rise Residential with Ground-Floor Commercial-GFA (1-25k)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:
230 - Low-Rise Residential with Ground-Floor Commercial-GFA (1-25k)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	56	23	79
Internal Vehicle Trip Capture	**0%**	**0%**	**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
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	56	23	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
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	56	23	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

Land Use	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	56	23	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
230 - Low-Rise Residential with Ground-Floor Commercial - GFA (1-25k)	56	23	79

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	56	23	79
Internal Vehicle Trips	0	0	0
External Vehicle Trips	56	23	79
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	56	23	79

Scenario - 4

Scenario Name: PM Peak - Existing Site
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%	
225 - Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus	General Urban/Suburban	Bedrooms	94	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	18	18	36
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.76Ln(X) + 0.13	50%	50%	

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 (%)
225 - Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus	100	100	1	1	50	50

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
225 - Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus	18	18	0	0	18	18
	36		0		36	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
225 - Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus	18	18	36

RESULTS

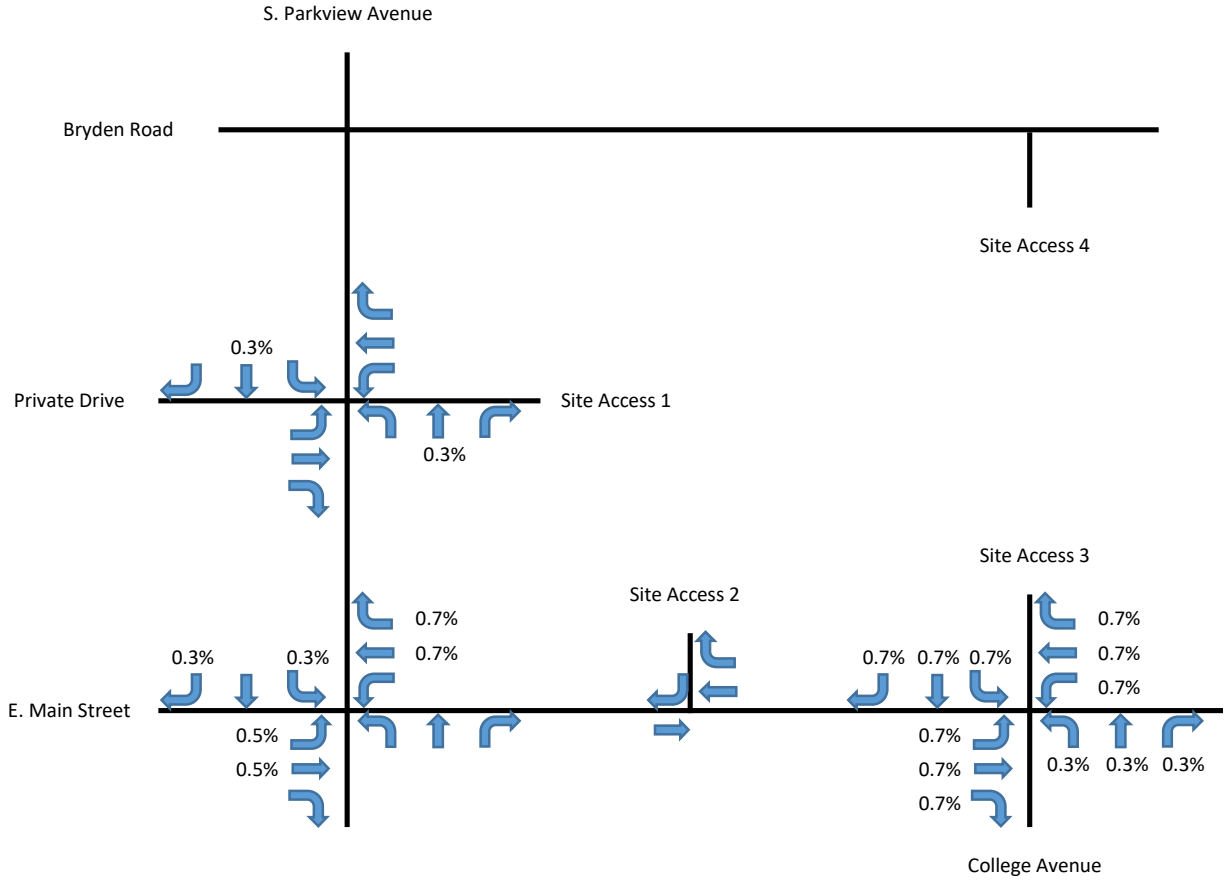
Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	18	18	36
External Vehicle Trips	18	18	36
New Vehicle Trips	18	18	36

Appendix D
Volume Calculations

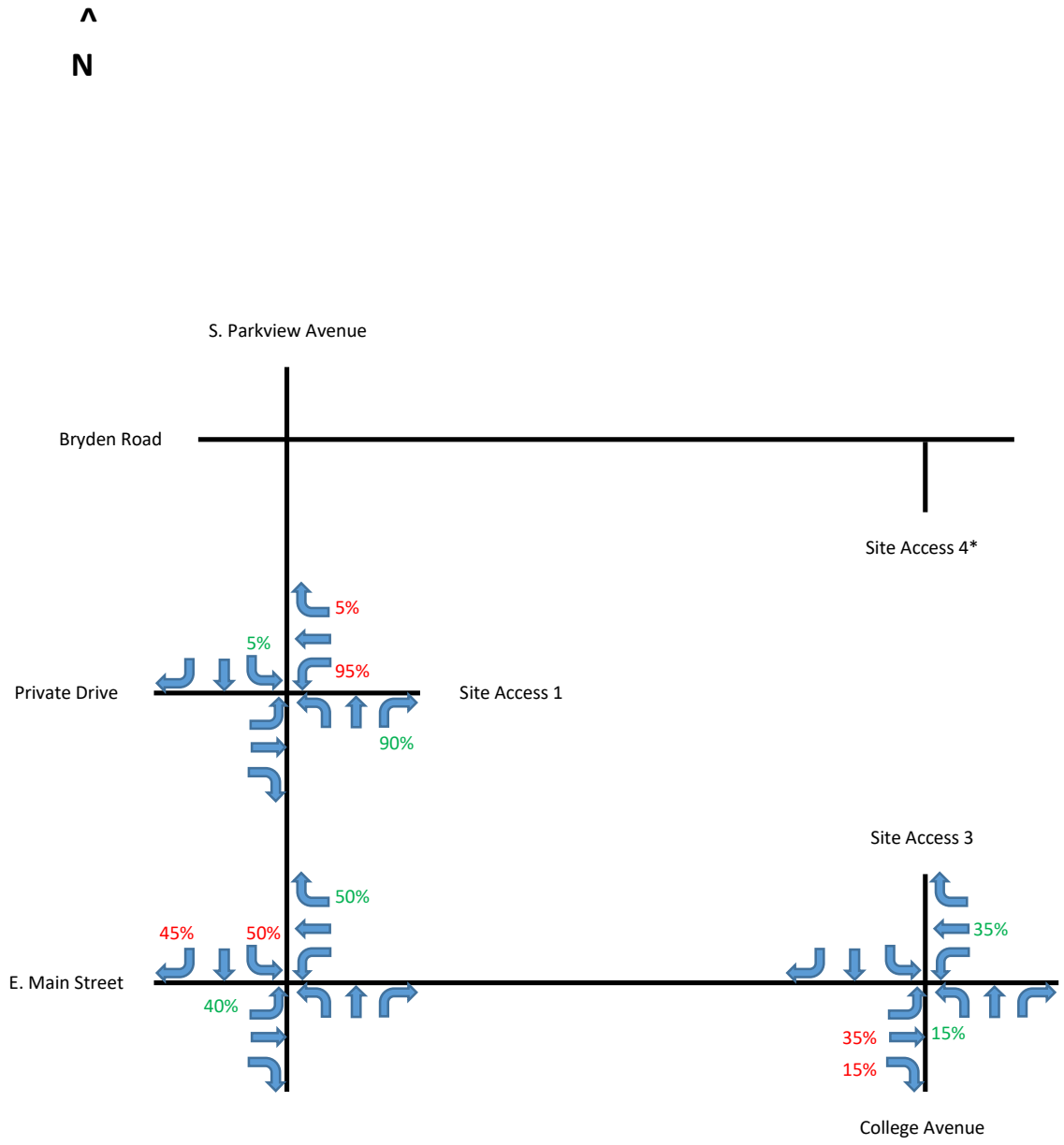
CARPENTER MARTY transportation

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Growth Rates	

^
N



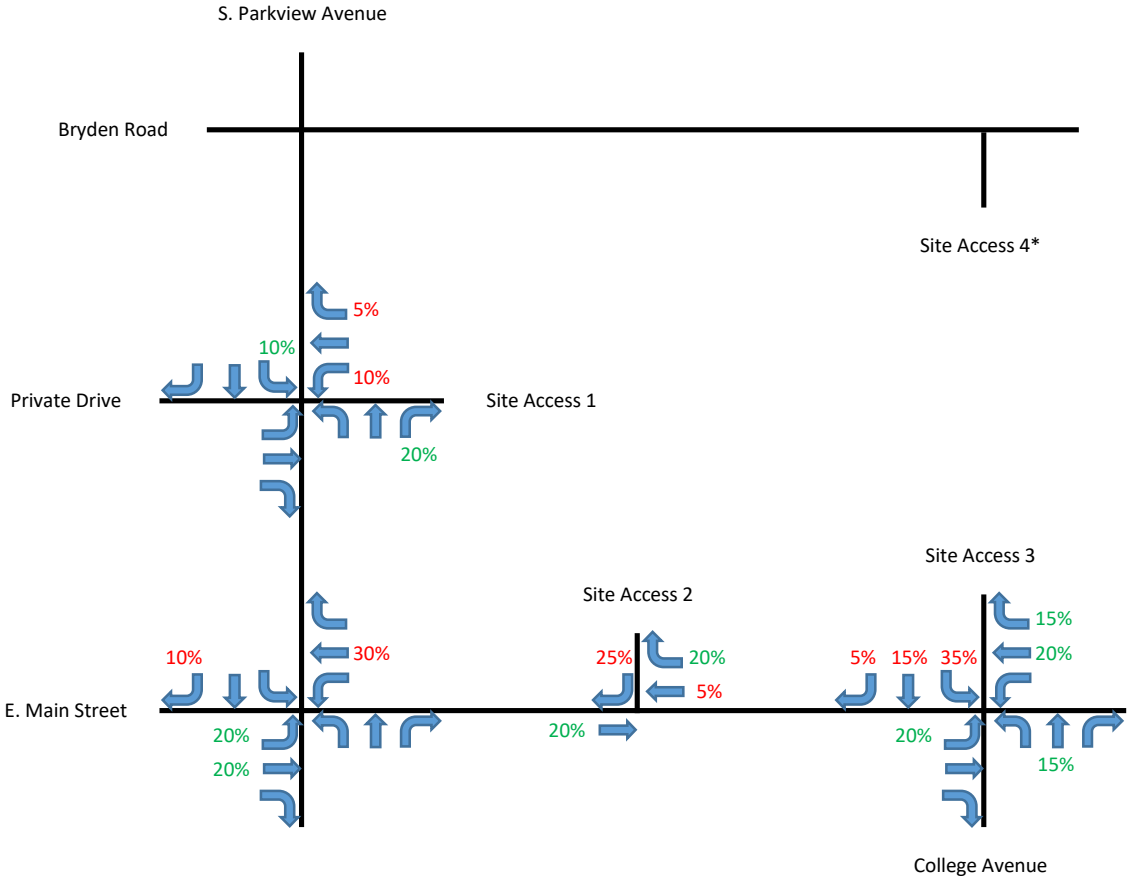
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Existing Site Non-Pass-By Distribution	



*Note that the current site does not have access at this location.

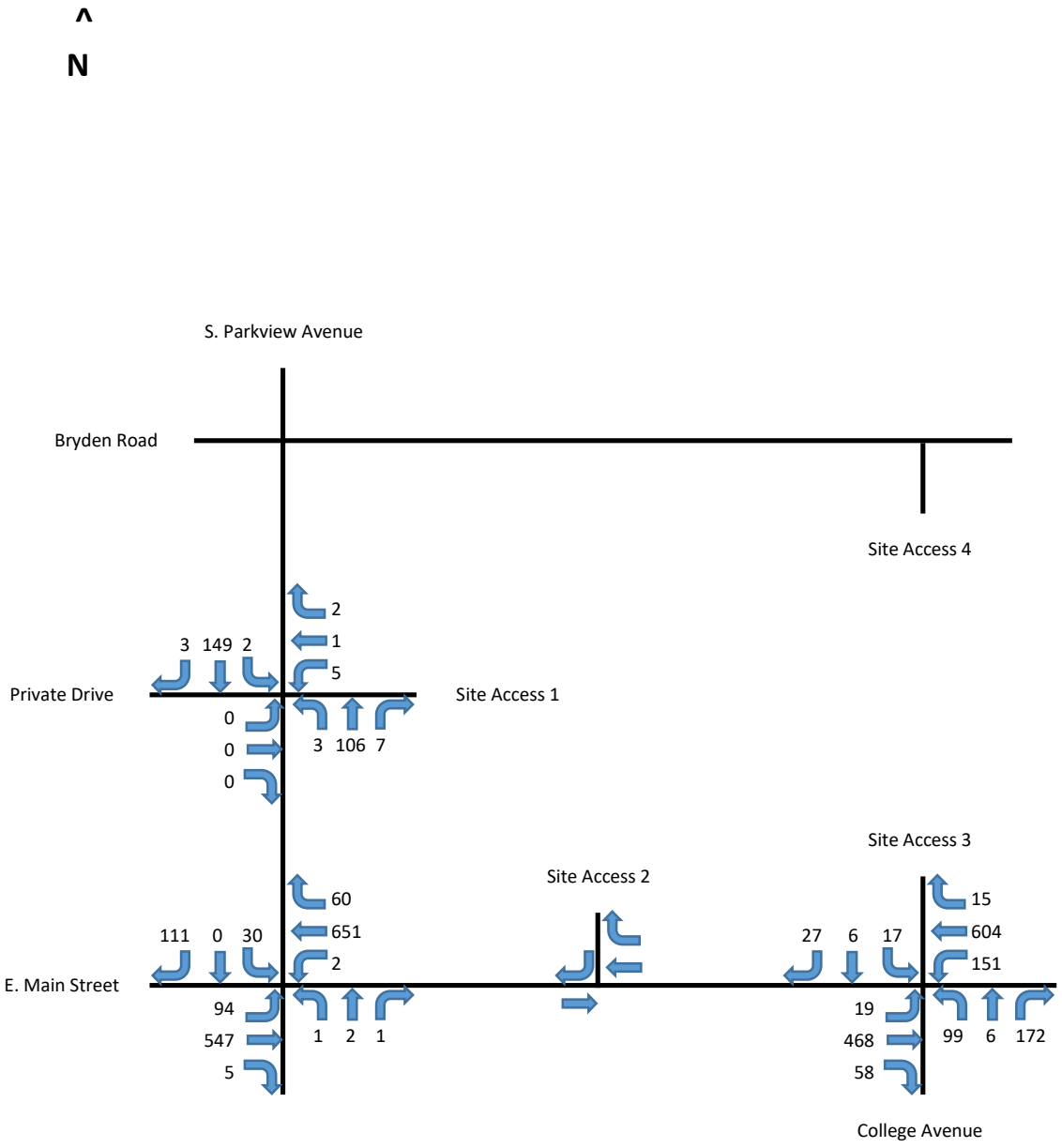
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Proposed Development Non-Pass-By Distribution	

^
N



*It is assumed that 5% of exiting traffic will utilize Site Access 4.

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	AM	Count	A1



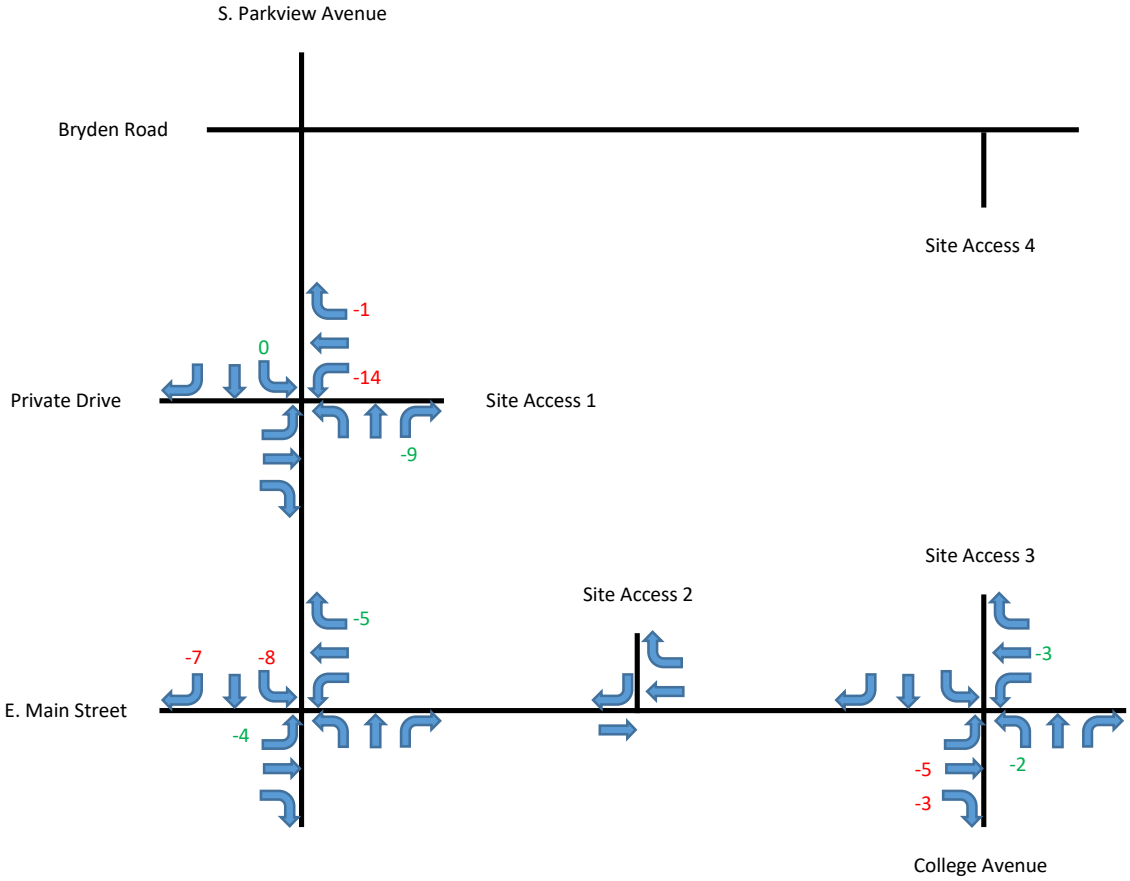
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		AM	Non-Pass-By Traffic	B1

^

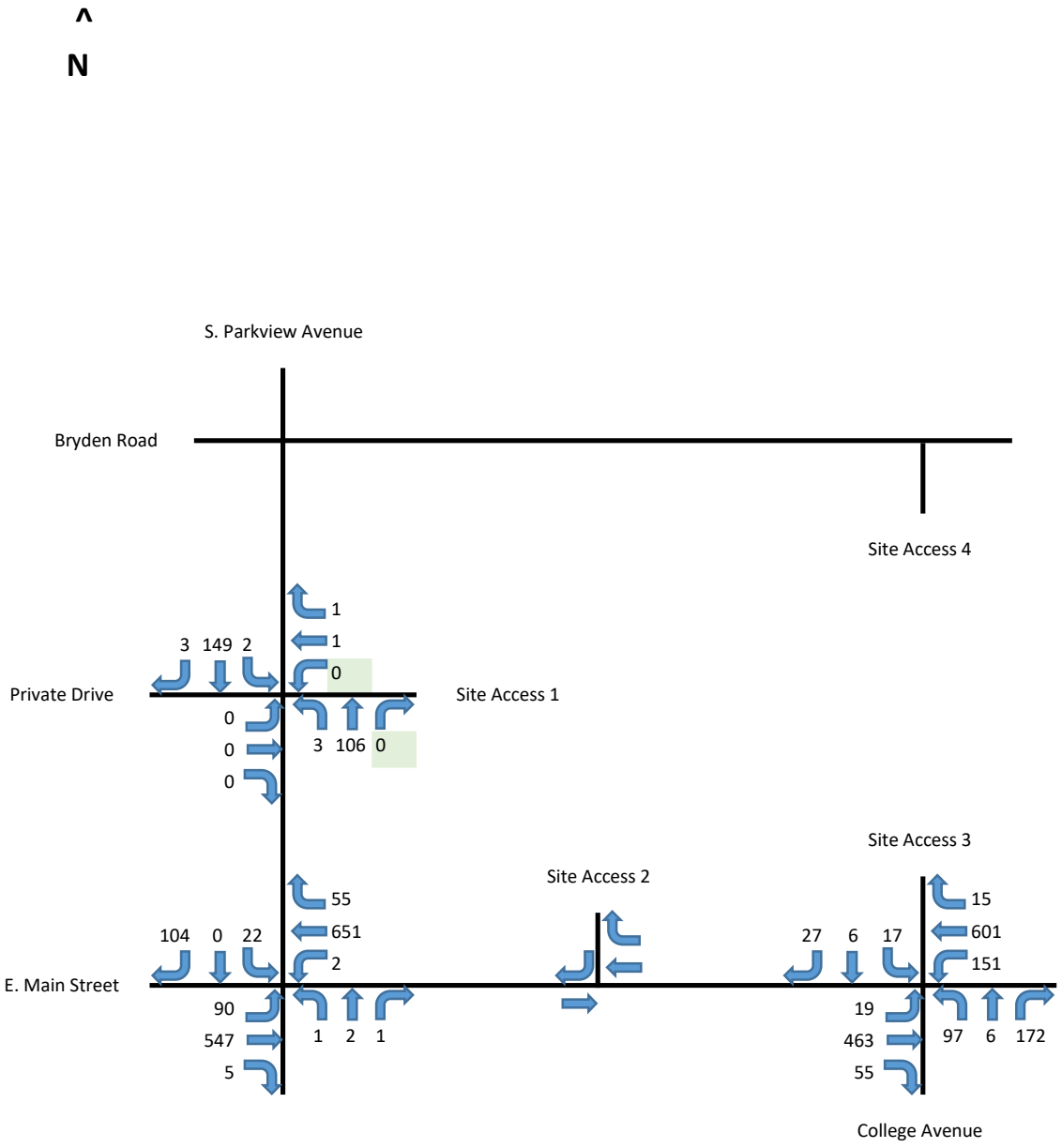
N

Entry 9

Exit 15

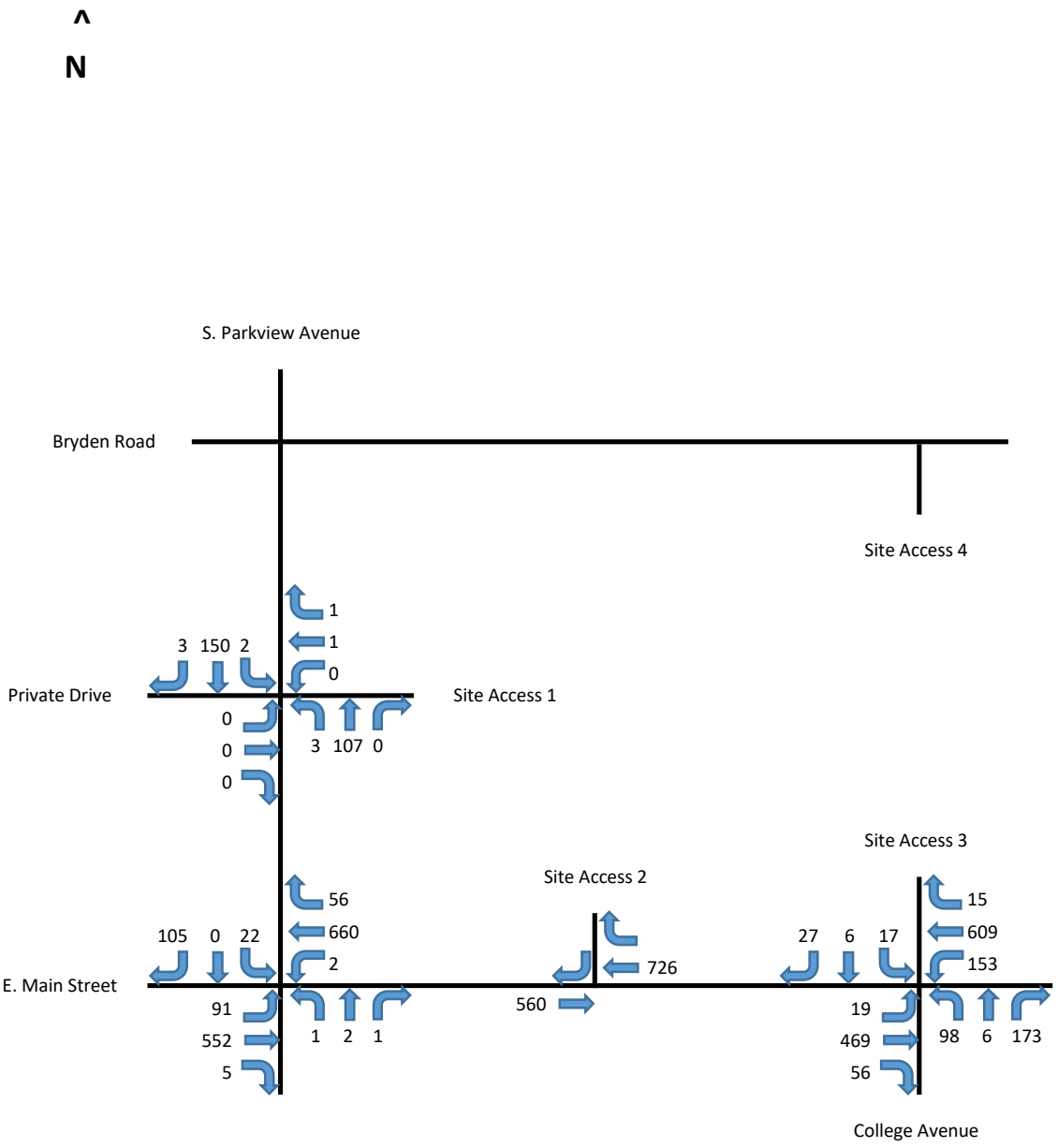


CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	AM	Background	C1 = A1 + B1



= Movements with a negative value were rounded to 0.

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2025	AM	No Build	D1 = C1 Grown



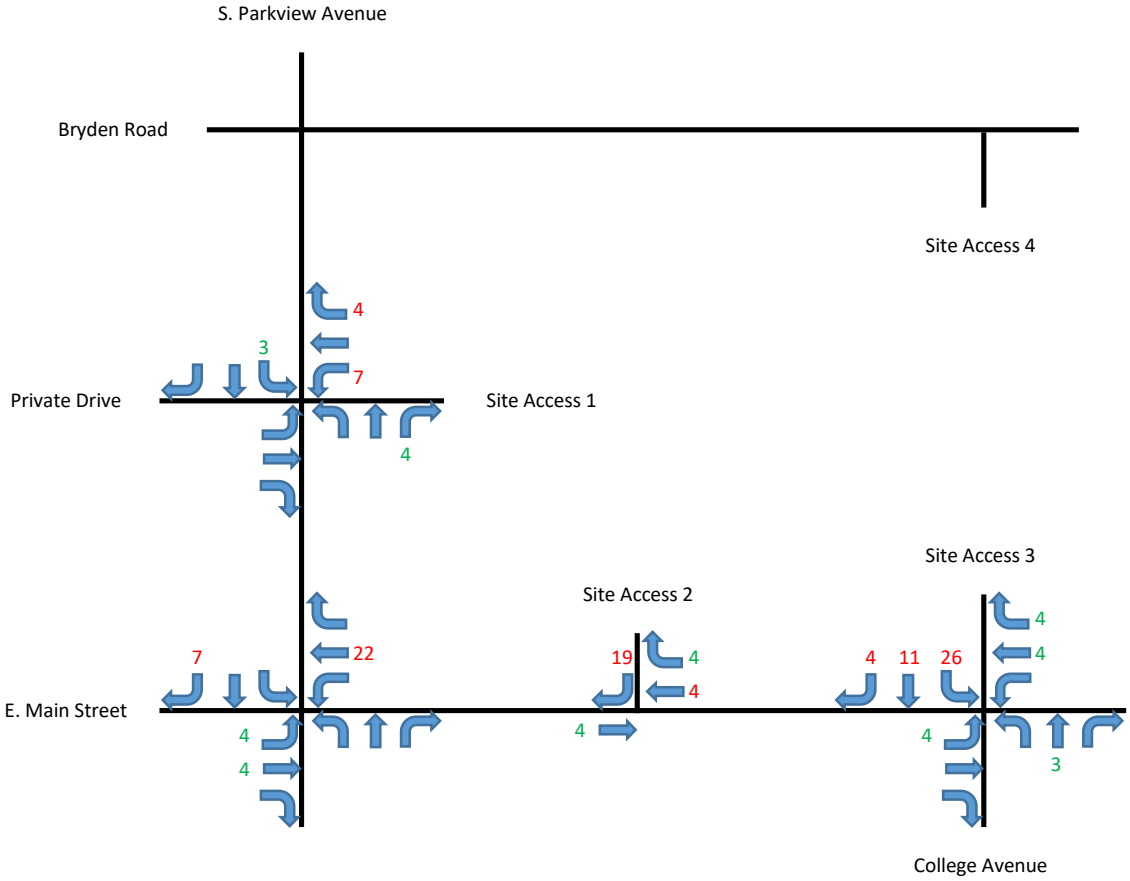
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		AM	Non-Pass-By Traffic	E1

^

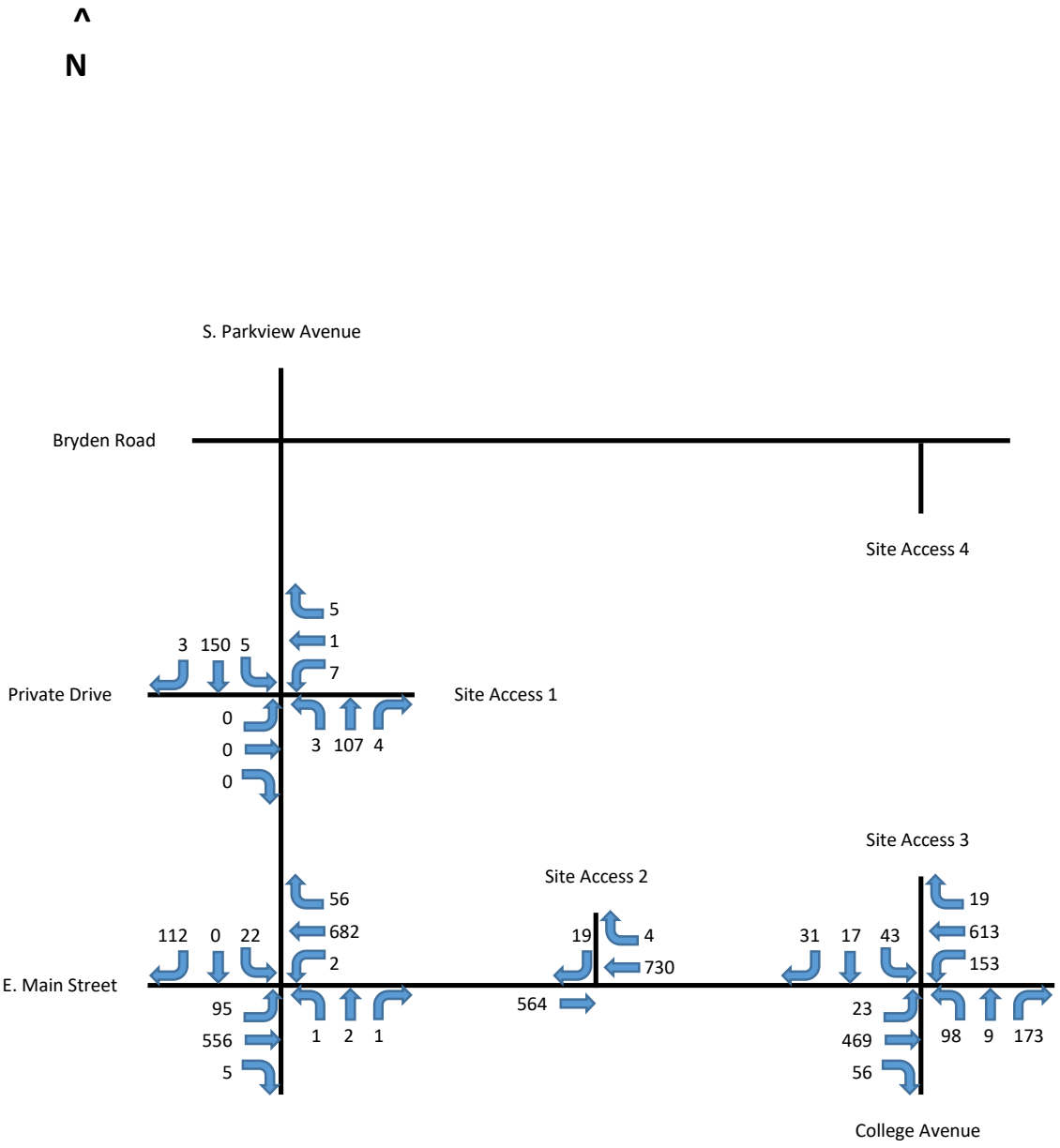
N

Entry 22

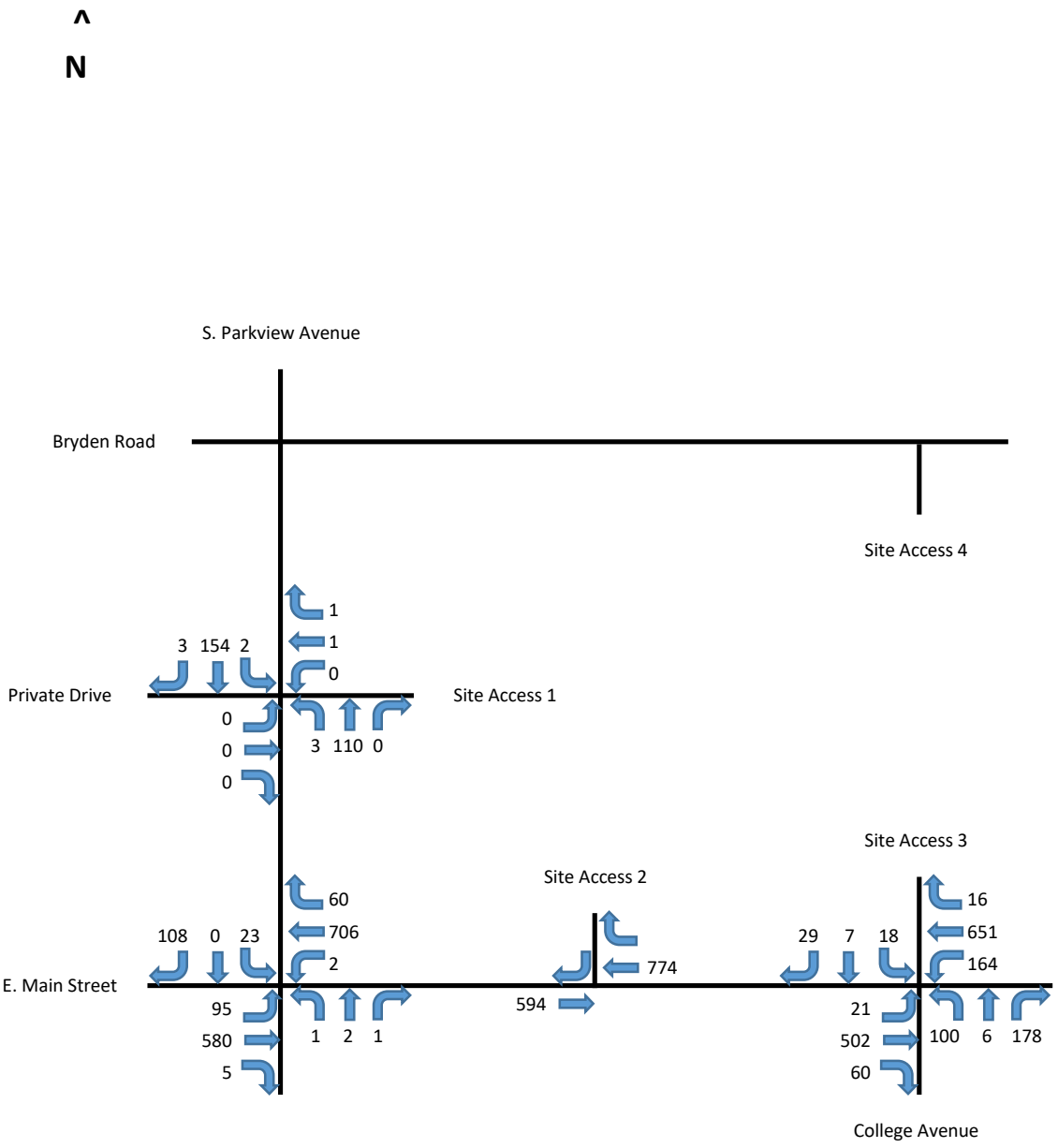
Exit 74



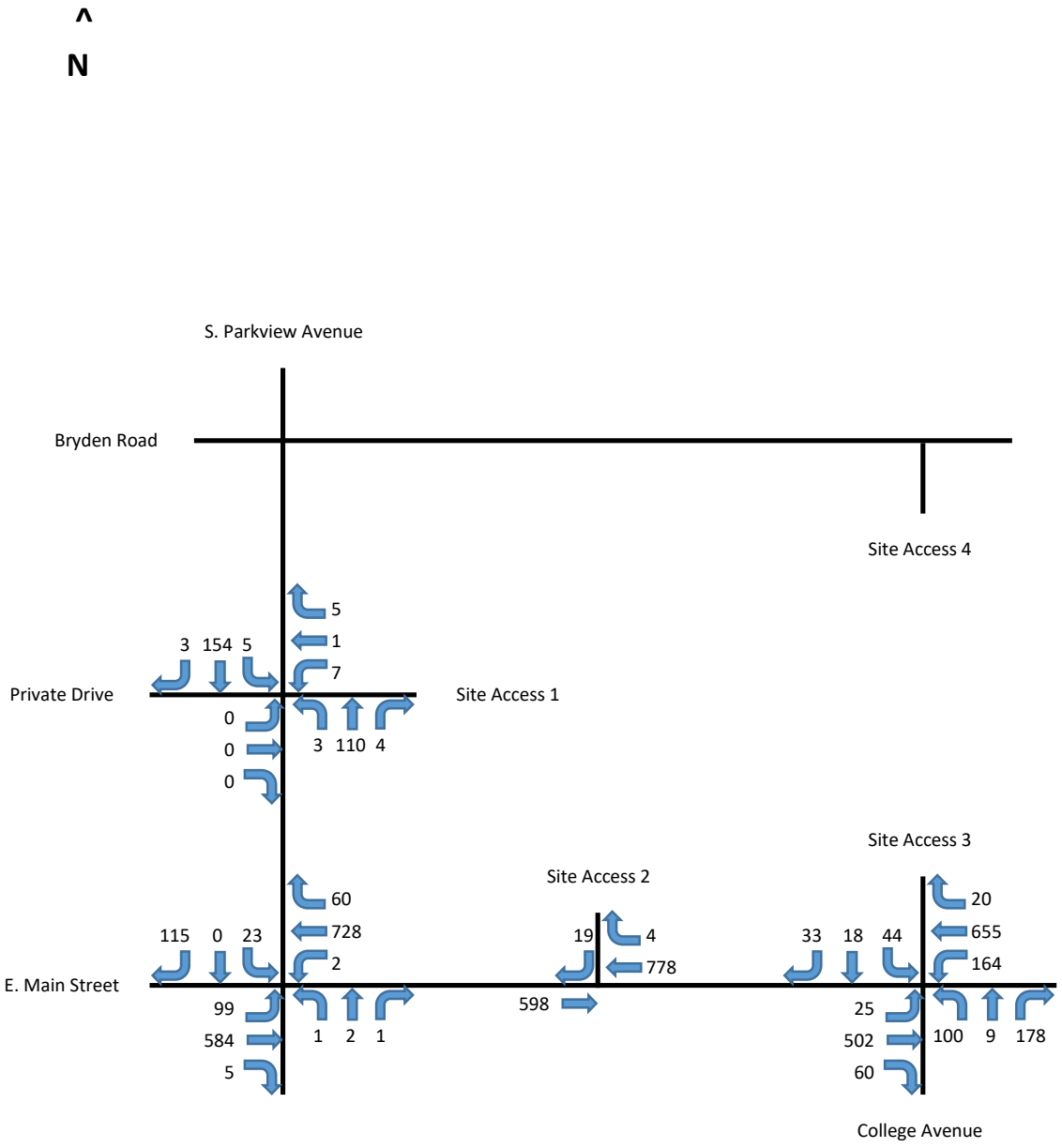
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2025	AM	Build	F1 = D1 + E1



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2035	AM	No Build	G1 = C1 Grown

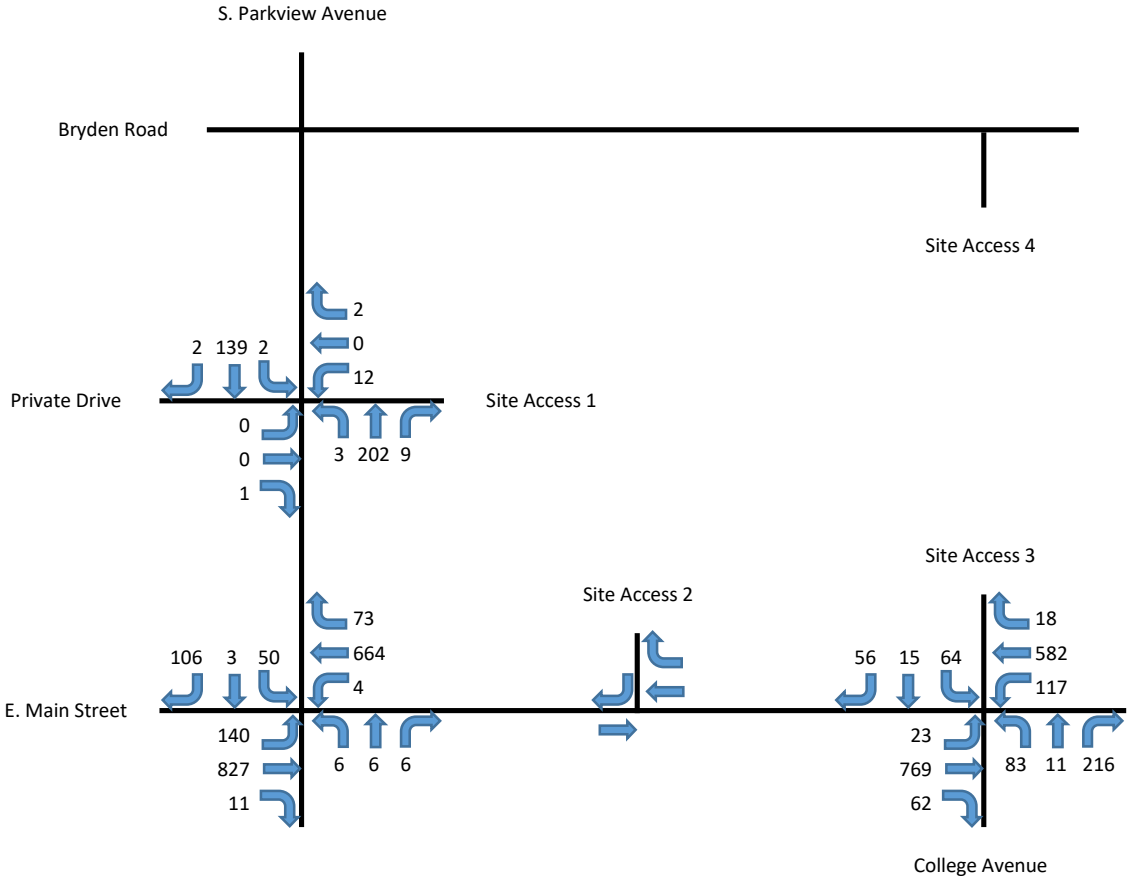


CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2035	AM	Build	H1 = E1 + G1



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	PM	Count	A2

^
N

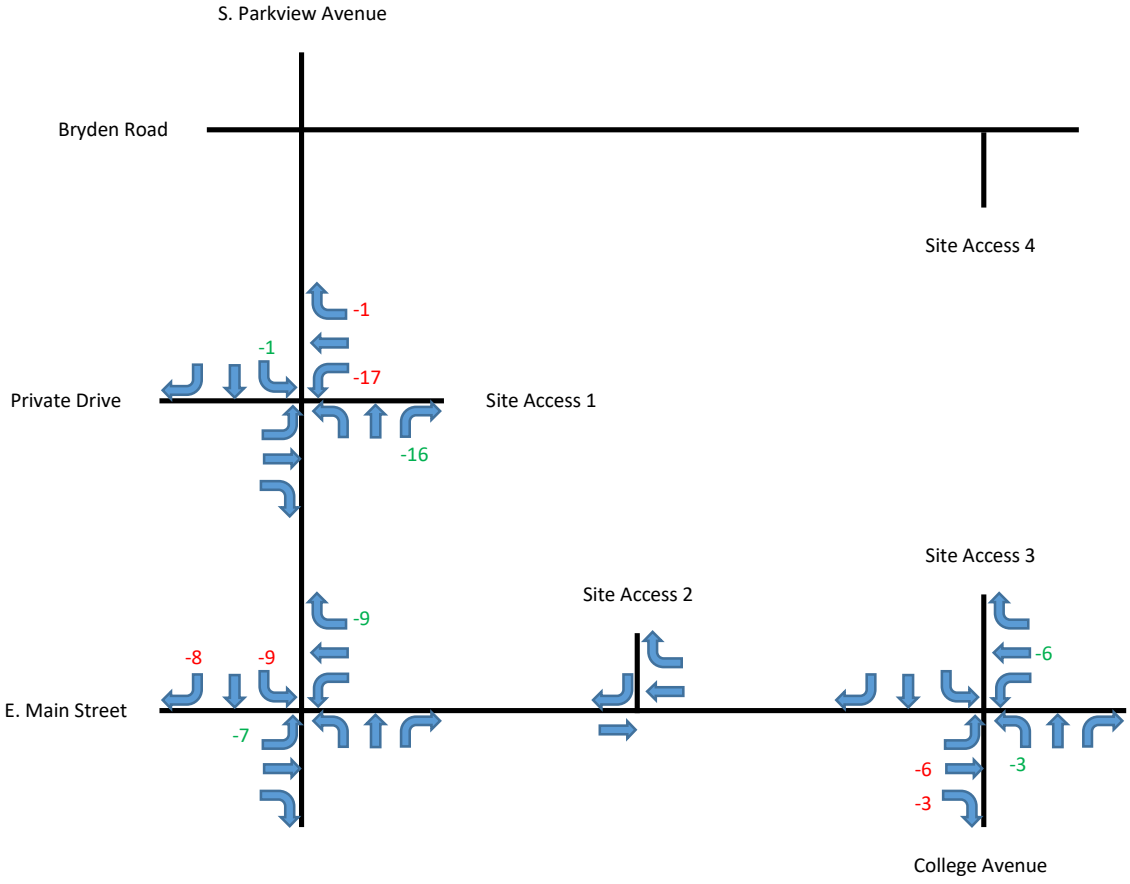


CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Non-Pass-By Traffic	B2

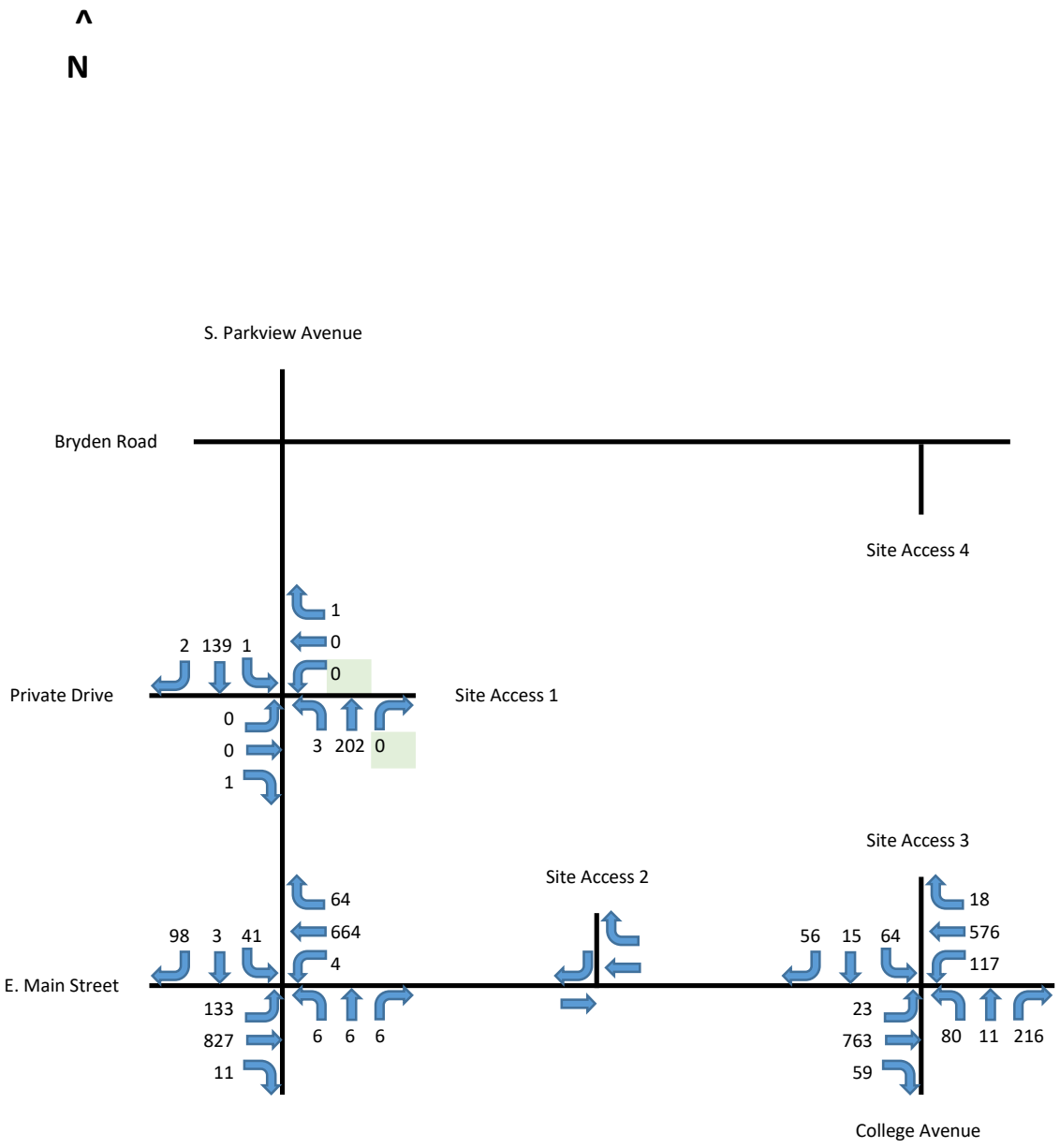
^

N

Entry	18
Exit	18

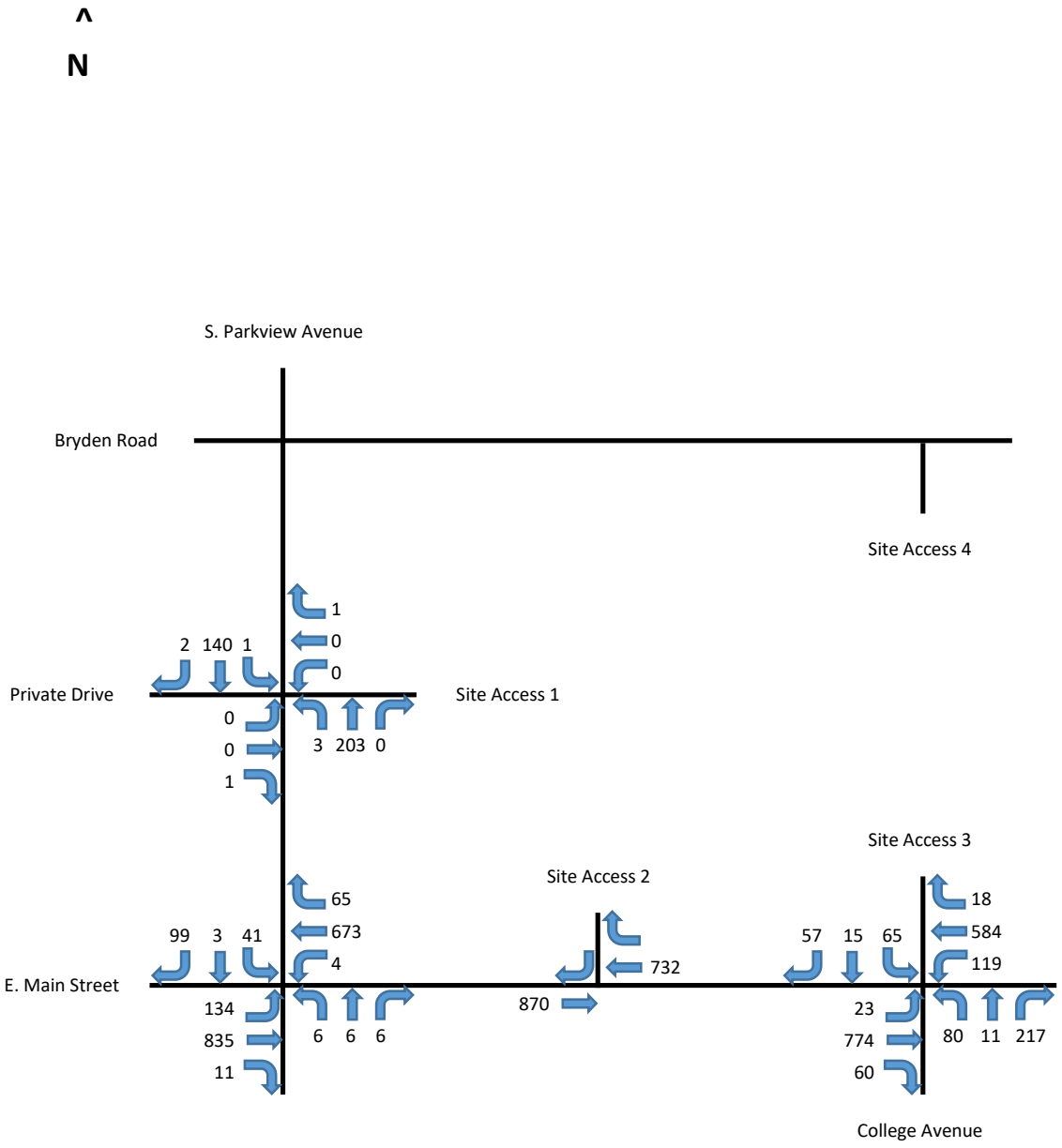


CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	PM	Background	C2 = A2 + B2



= Movements with a negative value were rounded to 0.

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2025	PM	No Build	D2 = C2 Grown



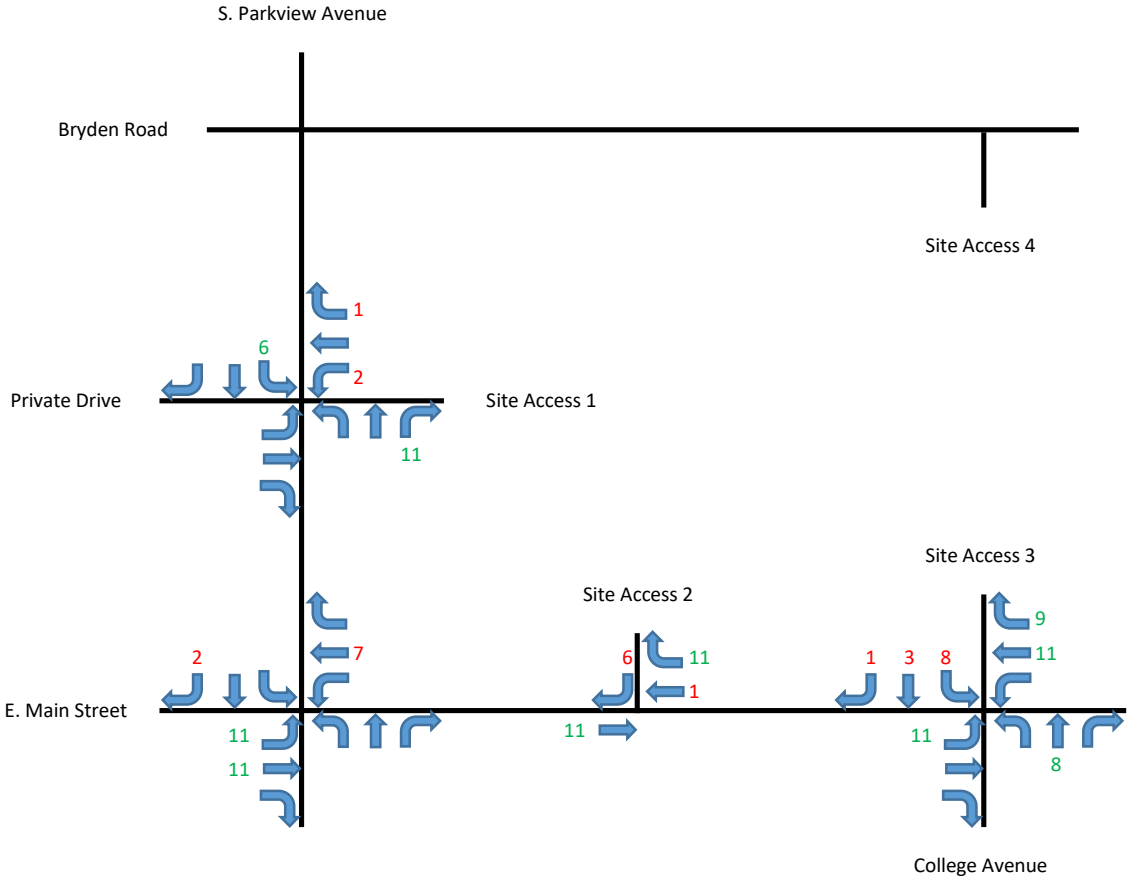
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Non-Pass-By Traffic	E2

^

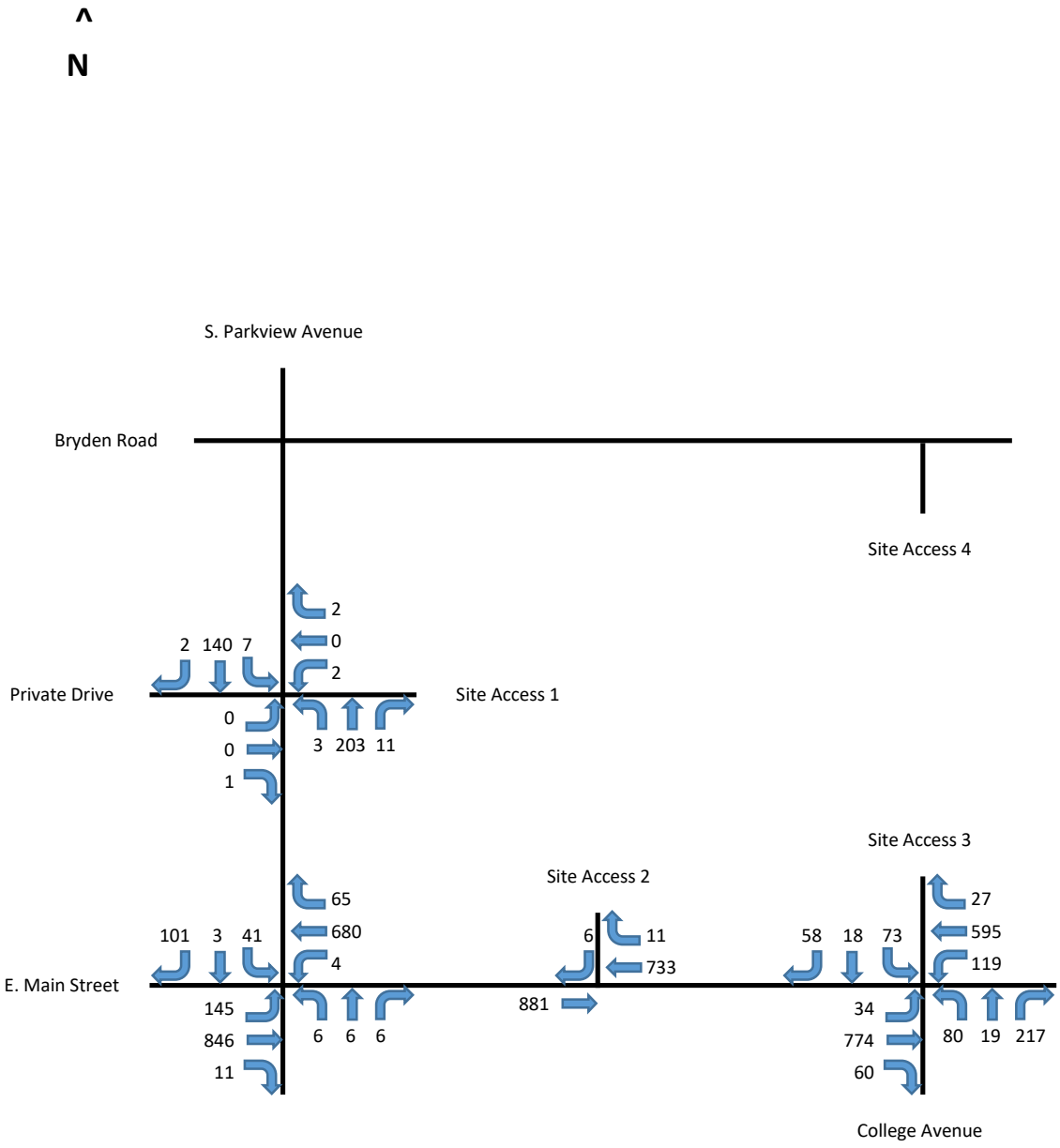
N

Entry 56

Exit 23

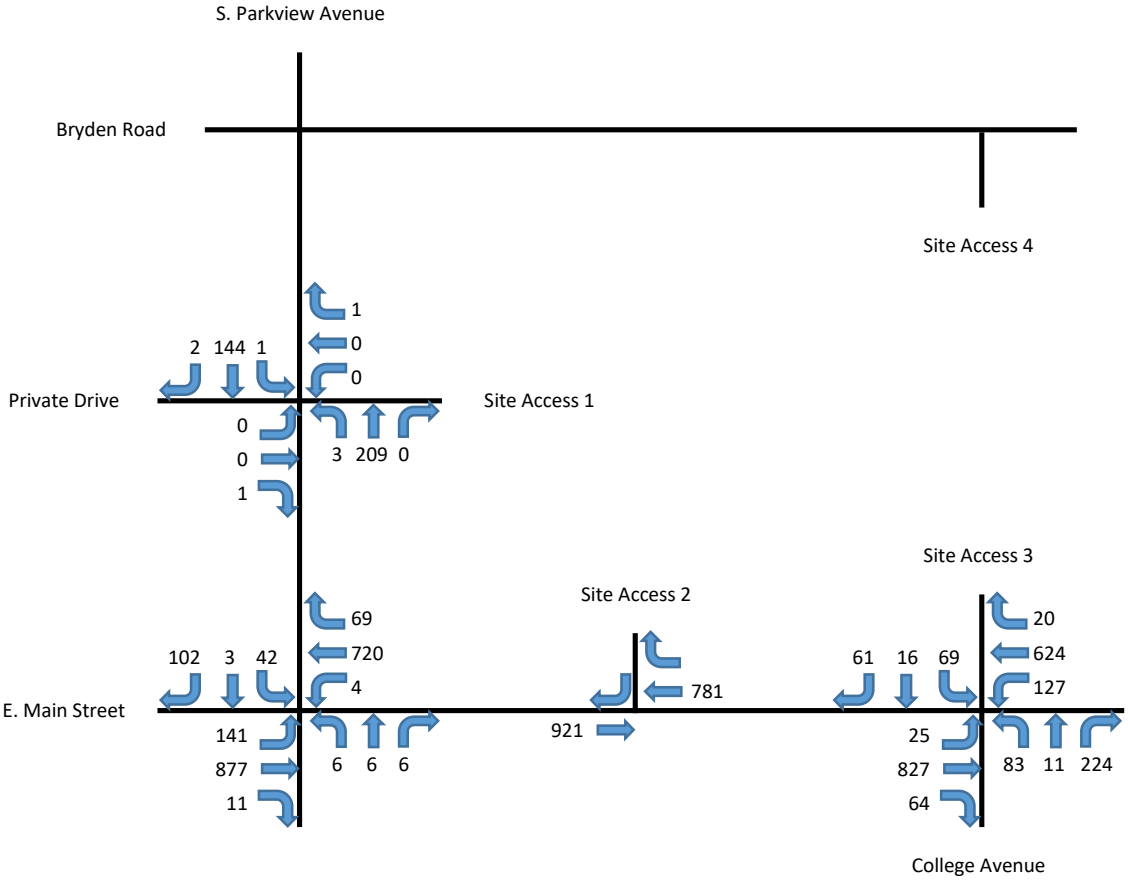


CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2025	PM	Build	F2 = D2 + E2

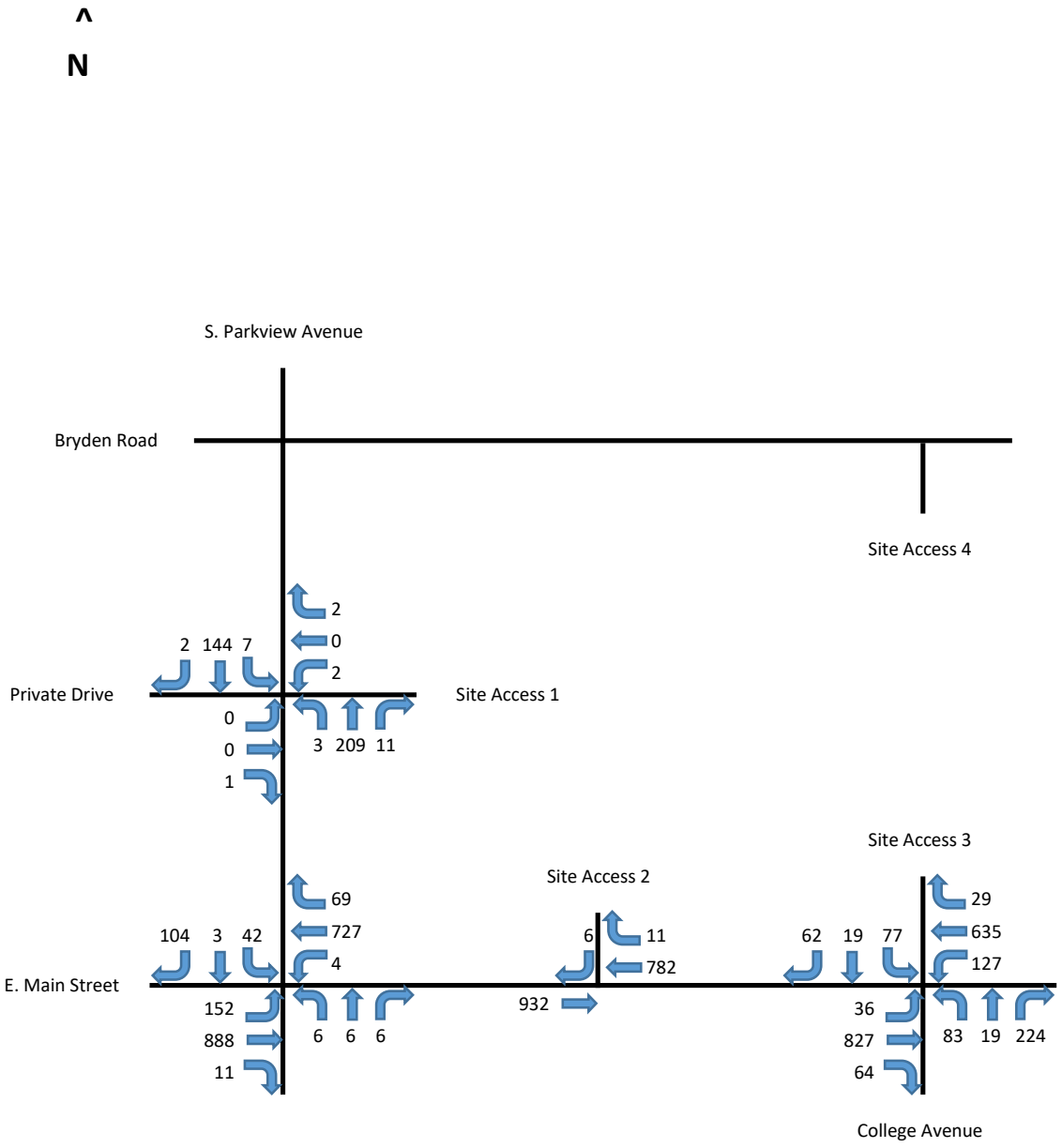


CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2035	PM	No Build	G2 = C2 Grown

^
N



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2035	PM	Build	H2 = E2 + G2



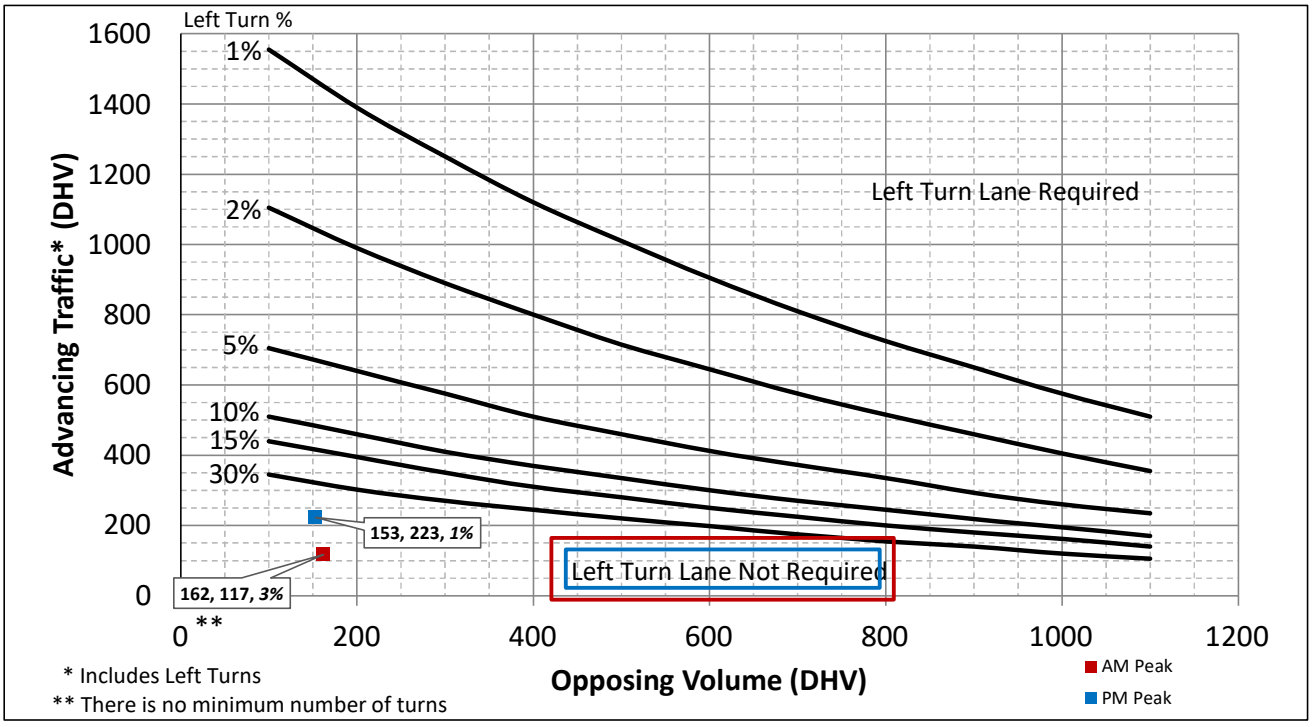
Appendix E
Turn Lane Warrant and Length Analysis

Appendix E

CARPENTER MARTY transportation

2-Lane Highway Left Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)

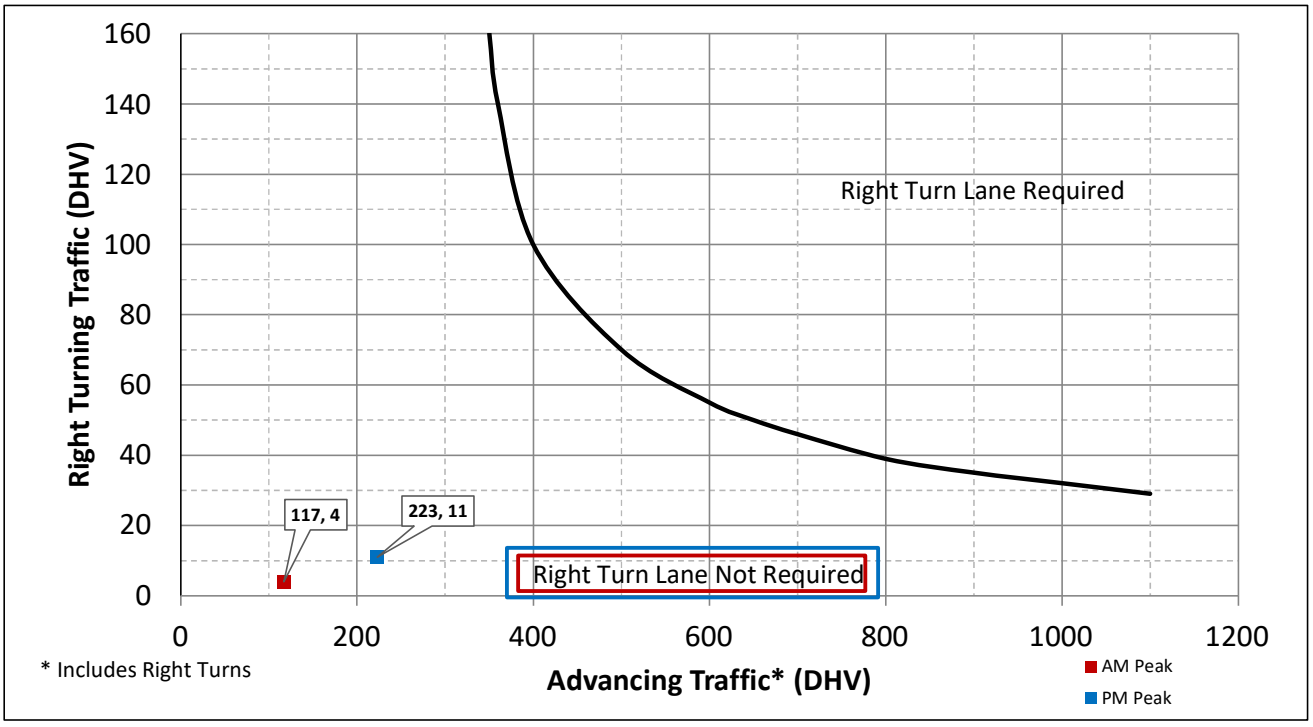


Turn Lane Length Calculations

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	117	VPH
	Opposing Volume	162	VPH
	Left Turn Percentage	3%	
	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	223	VPH
	Opposing Volume	153	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

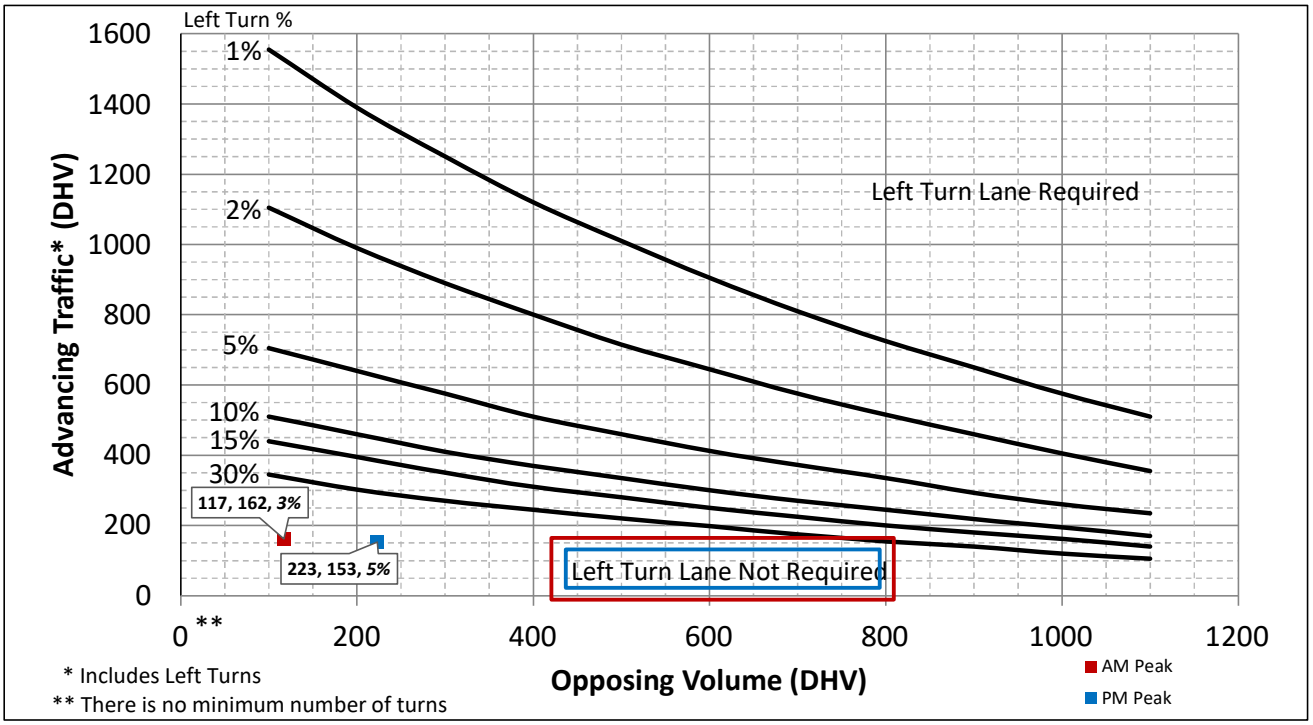
AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	4	VPH
	Advancing Traffic	117	VPH
	Right Turn Percentage	3%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	11	VPH
	Advancing Traffic	223	VPH
	Right Turn Percentage	5%	
	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)

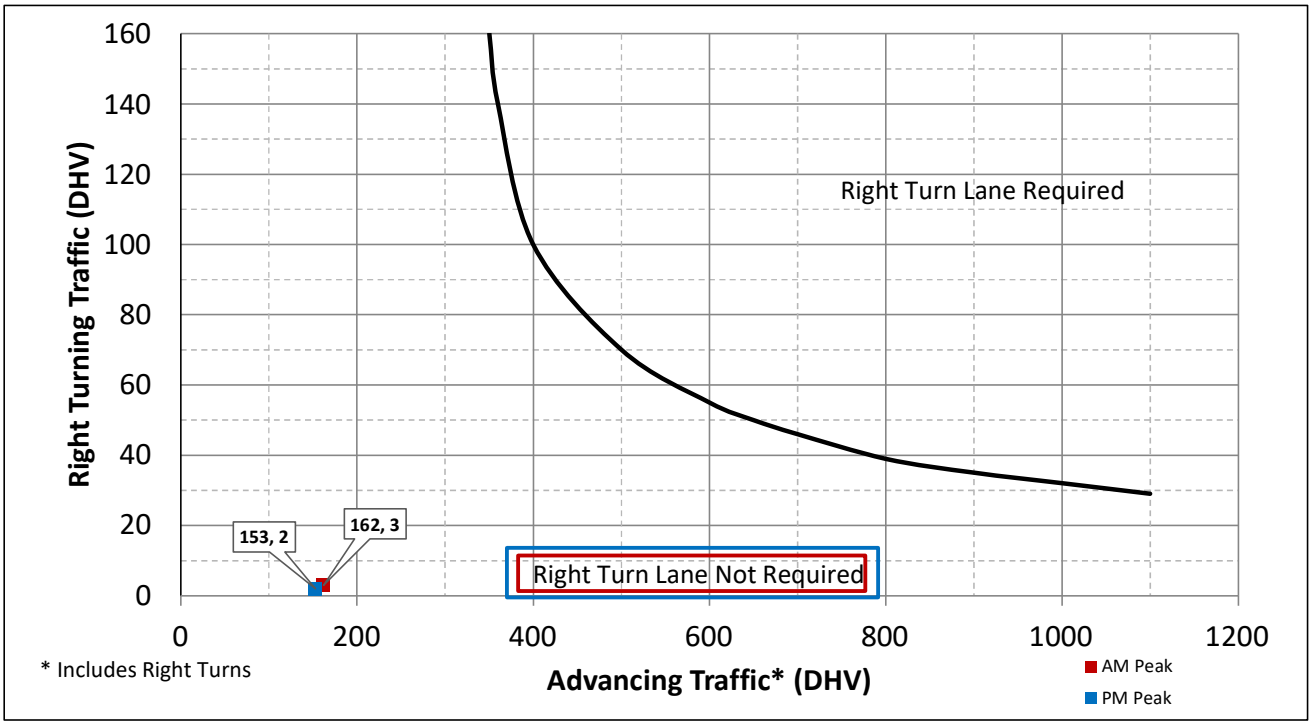


Turn Lane Length Calculations

AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	5	VPH
	Advancing Traffic	162	VPH
	Opposing Volume	117	VPH
	Left Turn Percentage	3%	
	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	7	VPH
	Advancing Traffic	153	VPH
	Opposing Volume	223	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	
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

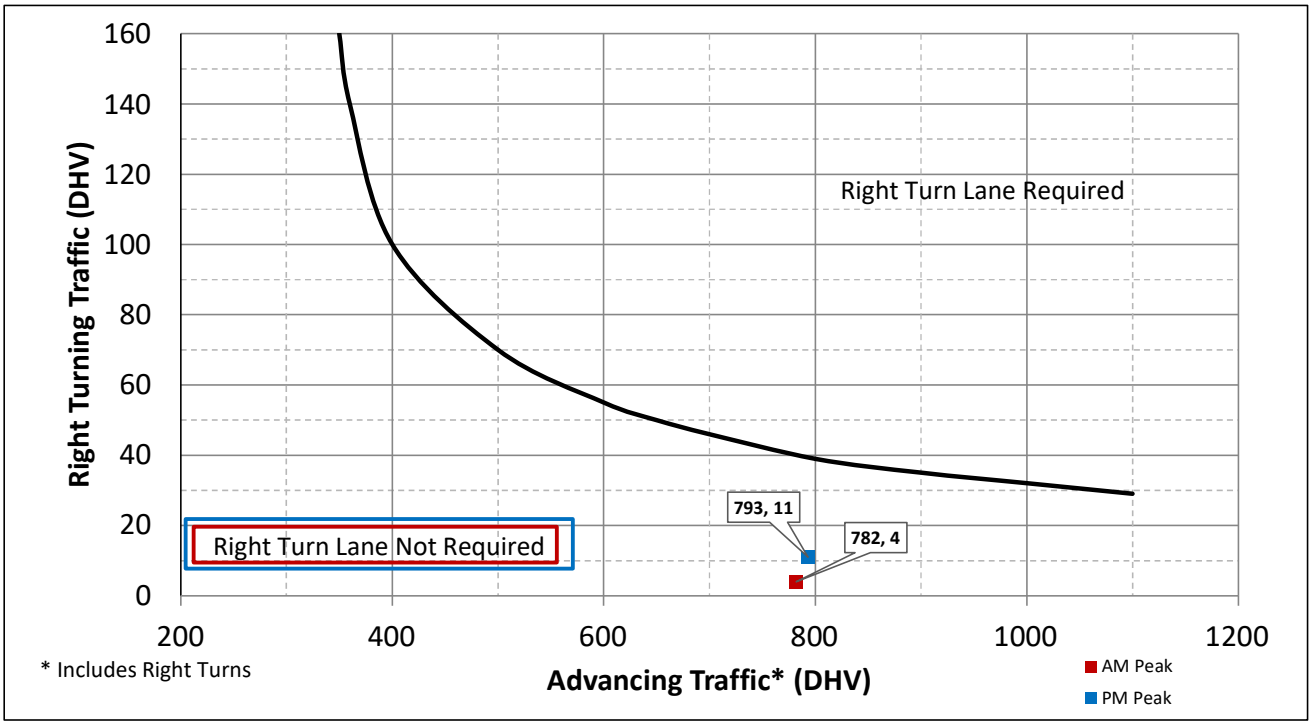
AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	3	VPH
	Advancing Traffic	162	VPH
	Right Turn Percentage	2%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	2	VPH
	Advancing Traffic	153	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	4	VPH
	Advancing Traffic	782	VPH
	Right Turn Percentage	1%	
	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	11	VPH
	Advancing Traffic	793	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*

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	99	**VPH**
	Advancing Traffic	688	**VPH**
	Left Turn Percentage	14%	
	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	152	**VPH**
	Advancing Traffic	1051	**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**	35	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	95	**VPH**
	Advancing Traffic	680	**VPH**
	Left Turn Percentage	14%	
	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	141	**VPH**
	Advancing Traffic	1029	**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	790	**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	800	**VPH**
	Left Turn Percentage	1%	
	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	768	**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	793	**VPH**
	Left Turn Percentage	1%	
	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	115	**VPH**
	Advancing Traffic	138	**VPH**
	Right Turn Percentage	83%	
	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	104	**VPH**
	Advancing Traffic	149	**VPH**
	Right Turn Percentage	70%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	

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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	108	**VPH**
	Advancing Traffic	131	**VPH**
	Right Turn Percentage	82%	
	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	102	**VPH**
	Advancing Traffic	147	**VPH**
	Right Turn Percentage	69%	
	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	25	**VPH**
	Advancing Traffic	587	**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	36	**VPH**
	Advancing Traffic	927	**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	583	**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	916	**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	839	**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	791	**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	831	**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	771	**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	44	**VPH**
	Advancing Traffic	95	**VPH**
	Left Turn Percentage	46%	
	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	77	**VPH**
	Advancing Traffic	158	**VPH**
	Left Turn Percentage	49%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	
	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	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	326	**VPH**
	Right Turn Percentage	69%	
	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	284	**VPH**
	Right Turn Percentage	63%	
	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	318	**VPH**
	Right Turn Percentage	70%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	6	
	Turn Lane Length	300	

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

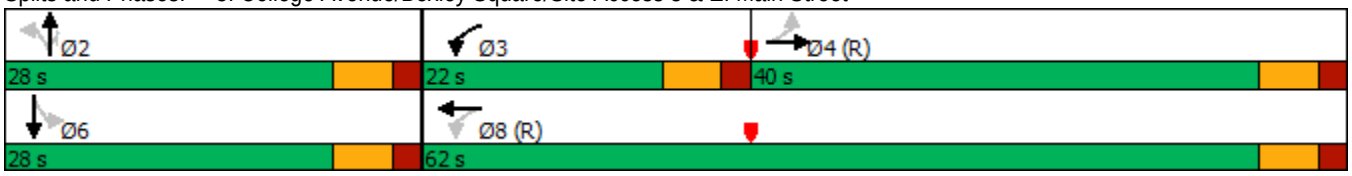
Appendix F
Capacity Analysis

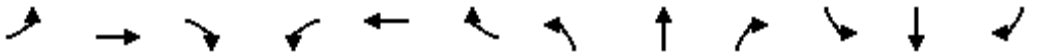
CARPENTER MARTY transportation

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	469	56	153	609	15	98	6	173	17	6	27
Future Volume (veh/h)	19	469	56	153	609	15	98	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	504	60	165	655	16	105	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	520	1837	218	591	2559	62	244	12	231	138	38	184
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	760	3174	377	1781	3545	87	1146	82	1598	1125	264	1274
Grp Volume(v), veh/h	20	279	285	165	328	343	111	0	186	18	0	35
Grp Sat Flow(s),veh/h/ln	760	1763	1788	1781	1777	1855	1228	0	1598	1125	0	1537
Q Serve(g_s), s	1.9	12.2	12.2	3.0	5.7	5.7	6.6	0.0	10.1	1.4	0.0	1.8
Cycle Q Clear(g_c), s	1.9	12.2	12.2	3.0	5.7	5.7	8.4	0.0	10.1	9.8	0.0	1.8
Prop In Lane	1.00		0.21	1.00		0.05	0.95		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	520	1020	1035	591	1283	1339	256	0	231	138	0	223
V/C Ratio(X)	0.04	0.27	0.28	0.28	0.26	0.26	0.43	0.00	0.80	0.13	0.00	0.16
Avail Cap(c_a), veh/h	520	1020	1035	771	1283	1339	396	0	391	250	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	20.3	20.3	6.6	4.3	4.3	37.2	0.0	37.2	41.1	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	5.9	6.0	1.0	1.9	2.0	2.4	0.0	4.3	0.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	20.9	20.9	6.8	4.8	4.7	38.4	0.0	43.7	41.6	0.0	34.0
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		584			836			297			53	
Approach Delay, s/veh		20.8			5.2			41.7			36.6	
Approach LOS		C			A			D			D	

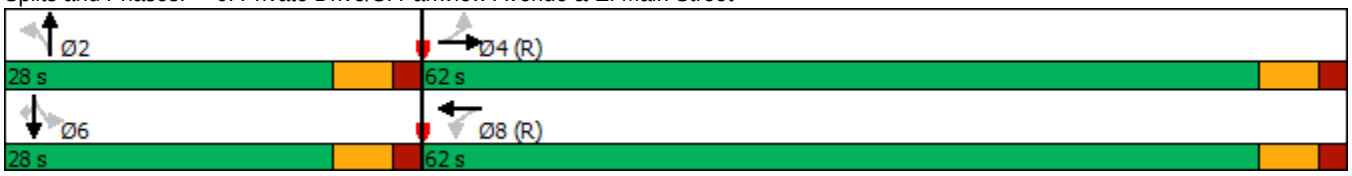
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		19.0	12.9	58.1		19.0		71.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0	16.0	34.0		22.0		56.0				
Max Q Clear Time (g_c+I1), s		12.1	5.0	14.2		11.8		7.7				
Green Ext Time (p_c), s		0.9	0.3	3.7		0.1		5.1				

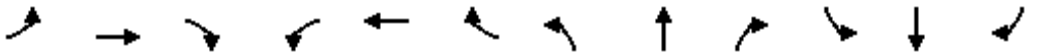
Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

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)	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)	91	552	5	2	660	56	1	2	1	22	0	105
Future Volume (veh/h)	91	552	5	2	660	56	1	2	1	22	0	105
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	96	581	5	2	695	59	1	2	1	23	0	111
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	614	2719	23	662	2477	210	69	93	37	233	0	171
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	704	3582	31	816	3263	277	176	864	347	1422	0	1585
Grp Volume(v), veh/h	96	286	300	2	372	382	4	0	0	23	0	111
Grp Sat Flow(s),veh/h/ln	704	1763	1850	816	1749	1791	1386	0	0	1422	0	1585
Q Serve(g_s), s	3.4	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	6.0
Cycle Q Clear(g_c), s	3.4	4.2	4.2	4.2	0.0	0.0	0.2	0.0	0.0	1.3	0.0	6.0
Prop In Lane	1.00		0.02	1.00		0.15	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	614	1338	1404	662	1327	1359	199	0	0	233	0	171
V/C Ratio(X)	0.16	0.21	0.21	0.00	0.28	0.28	0.02	0.00	0.00	0.10	0.00	0.65
Avail Cap(c_a), veh/h	614	1338	1404	662	1327	1359	380	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	3.0	3.1	3.1	0.1	0.0	0.0	35.9	0.0	0.0	36.4	0.0	38.5
Incr Delay (d2), s/veh	0.5	0.4	0.3	0.0	0.5	0.5	0.0	0.0	0.0	0.2	0.0	4.1
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	0.4	1.1	1.2	0.0	0.2	0.2	0.1	0.0	0.0	0.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.6	3.5	3.5	0.1	0.5	0.5	36.0	0.0	0.0	36.6	0.0	42.7
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		682			756			4			134	
Approach Delay, s/veh		3.5			0.5			36.0			41.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.7		74.3		15.7		74.3				
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		8.0		6.2				
Green Ext Time (p_c), s		0.0		4.8		0.3		6.0				

Intersection Summary		
HCM 6th Ctrl Delay		5.4
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	1	1	3	107	0	2	150	3
Future Vol, veh/h	0	0	0	0	1	1	3	107	0	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	0	1	1	3	114	0	2	160	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	287	286	162	286	287	114	163	0	0	114	0	0
Stage 1	166	166	-	120	120	-	-	-	-	-	-	-
Stage 2	121	120	-	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	669	627	888	670	626	944	1398	-	-	1475	-	-
Stage 1	841	765	-	889	800	-	-	-	-	-	-	-
Stage 2	888	800	-	841	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	666	625	888	669	624	944	1398	-	-	1475	-	-
Mov Cap-2 Maneuver	666	625	-	669	624	-	-	-	-	-	-	-
Stage 1	839	764	-	887	798	-	-	-	-	-	-	-
Stage 2	884	798	-	840	763	-	-	-	-	-	-	-

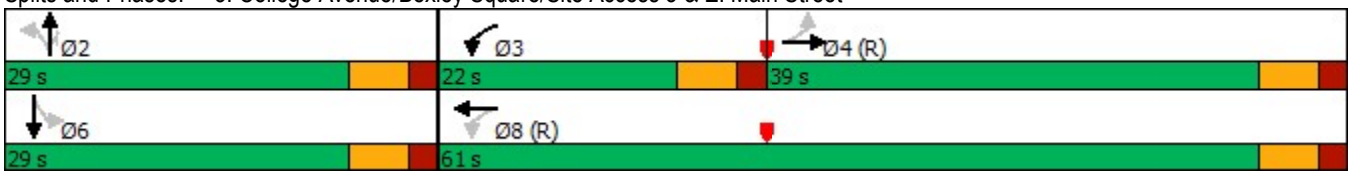
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.8	0.2	0.1
HCM LOS	A	A		

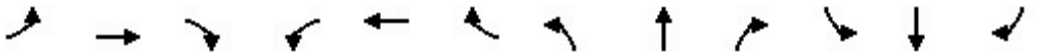
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	-	751	1475	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.003	0.001	-	-
HCM Control Delay (s)	7.6	0	-	0	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

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)	23	469	56	153	613	19	98	9	173	43	17	31
Future Volume (veh/h)	23	469	56	153	613	19	98	9	173	43	17	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	25	504	60	165	659	20	105	10	186	46	18	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	501	1769	210	572	2467	75	253	21	265	153	93	170
Arrive On Green	0.18	0.18	0.18	0.08	0.70	0.70	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	755	3174	377	1781	3521	107	1065	125	1598	1121	558	1024
Grp Volume(v), veh/h	25	279	285	165	332	347	115	0	186	46	0	51
Grp Sat Flow(s),veh/h/ln	755	1763	1788	1781	1777	1851	1190	0	1598	1121	0	1582
Q Serve(g_s), s	2.5	12.3	12.4	3.2	6.2	6.2	6.7	0.0	9.9	3.6	0.0	2.5
Cycle Q Clear(g_c), s	2.5	12.3	12.4	3.2	6.2	6.2	9.2	0.0	9.9	12.7	0.0	2.5
Prop In Lane	1.00		0.21	1.00		0.06	0.91		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	501	982	996	572	1245	1297	274	0	265	153	0	263
V/C Ratio(X)	0.05	0.28	0.29	0.29	0.27	0.27	0.42	0.00	0.70	0.30	0.00	0.19
Avail Cap(c_a), veh/h	501	982	996	752	1245	1297	399	0	408	253	0	404
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	17.3	21.3	21.3	7.3	5.0	5.0	36.1	0.0	35.4	41.0	0.0	32.3
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.3	0.5	0.5	1.0	0.0	3.3	1.1	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	6.0	6.1	1.1	2.2	2.2	2.4	0.0	4.1	1.0	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	22.0	22.0	7.6	5.5	5.5	37.1	0.0	38.8	42.1	0.0	32.7
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		589			844			301			97	
Approach Delay, s/veh		21.8			5.9			38.1			37.2	
Approach LOS		C			A			D			D	

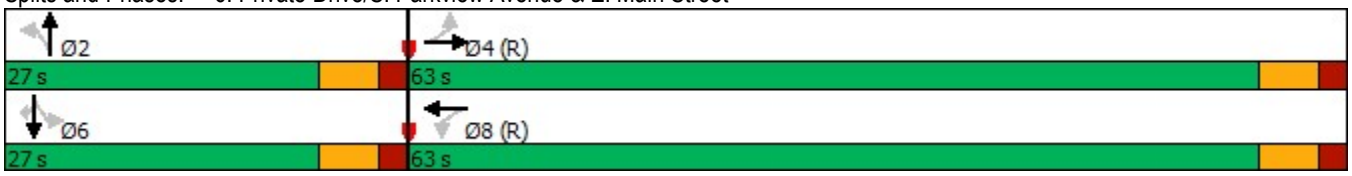
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		21.0	12.9	56.2		21.0		69.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		23.0	16.0	33.0		23.0		55.0				
Max Q Clear Time (g_c+I1), s		11.9	5.2	14.4		14.7		8.2				
Green Ext Time (p_c), s		1.0	0.3	3.7		0.2		5.1				

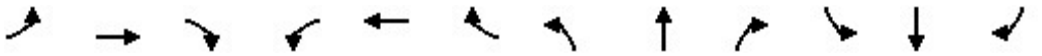
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

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)	95	556	5	2	682	56	1	2	1	22	0	112
Future Volume (veh/h)	95	556	5	2	682	56	1	2	1	22	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	585	5	2	718	59	1	2	1	23	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	556	2717	23	659	2482	204	69	93	37	234	0	171
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	689	3582	31	813	3272	269	176	862	346	1422	0	1585
Grp Volume(v), veh/h	100	288	302	2	384	393	4	0	0	23	0	118
Grp Sat Flow(s),veh/h/ln	689	1763	1850	813	1749	1792	1385	0	0	1422	0	1585
Q Serve(g_s), s	4.7	4.2	4.2	0.1	6.1	6.1	0.0	0.0	0.0	1.0	0.0	6.5
Cycle Q Clear(g_c), s	10.8	4.2	4.2	4.3	6.1	6.1	0.2	0.0	0.0	1.3	0.0	6.5
Prop In Lane	1.00		0.02	1.00		0.15	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	556	1337	1403	659	1326	1360	200	0	0	234	0	171
V/C Ratio(X)	0.18	0.22	0.22	0.00	0.29	0.29	0.02	0.00	0.00	0.10	0.00	0.69
Avail Cap(c_a), veh/h	556	1337	1403	659	1326	1360	365	0	0	411	0	370
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	5.0	3.1	3.1	3.8	3.4	3.4	35.9	0.0	0.0	36.3	0.0	38.7
Incr Delay (d2), s/veh	0.7	0.4	0.4	0.0	0.6	0.5	0.0	0.0	0.0	0.2	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	0.7	1.1	1.2	0.0	1.9	1.9	0.1	0.0	0.0	0.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	3.5	3.5	3.8	3.9	3.9	35.9	0.0	0.0	36.5	0.0	43.5
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		690			779			4			141	
Approach Delay, s/veh		3.8			3.9			35.9			42.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.7		74.3		15.7		74.3				
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		12.8		8.5		8.1				
Green Ext Time (p_c), s		0.0		4.9		0.3		6.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	7	1	5	3	107	4	5	150	3
Future Vol, veh/h	0	0	0	7	1	5	3	107	4	5	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	7	1	5	3	114	4	5	160	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	297	296	162	294	295	116	163	0	0	118	0	0
Stage 1	172	172	-	122	122	-	-	-	-	-	-	-
Stage 2	125	124	-	172	173	-	-	-	-	-	-	-
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	659	619	888	662	620	942	1398	-	-	1470	-	-
Stage 1	835	760	-	887	799	-	-	-	-	-	-	-
Stage 2	884	797	-	835	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	652	615	888	659	616	942	1398	-	-	1470	-	-
Mov Cap-2 Maneuver	652	615	-	659	616	-	-	-	-	-	-	-
Stage 1	833	757	-	885	797	-	-	-	-	-	-	-
Stage 2	876	795	-	832	757	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10	0.2	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	-	741	1470	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.019	0.004	-	-
HCM Control Delay (s)	7.6	0	-	0	10	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	564	730	4	0	19
Future Vol, veh/h	0	564	730	4	0	19
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	613	793	4	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	399
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	601
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	601
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

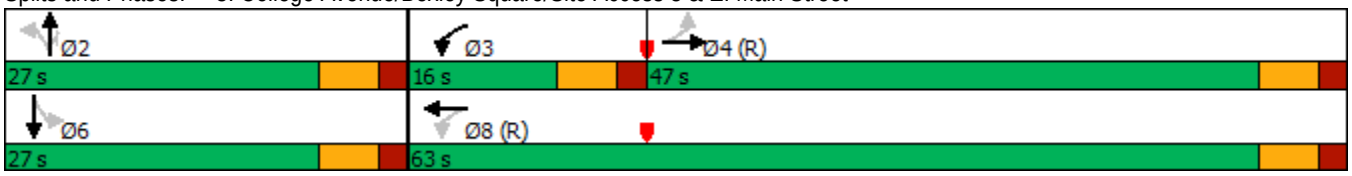
Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

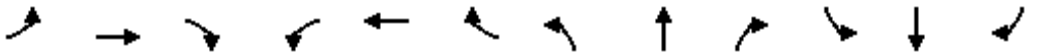
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	601
HCM Lane V/C Ratio	-	-	-	0.034
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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	774	60	119	584	18	80	11	217	65	15	57
Future Volume (veh/h)	23	774	60	119	584	18	80	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	806	62	124	608	19	83	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	520	1842	142	428	2438	76	247	28	286	175	64	234
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	805	3370	259	1795	3545	111	957	158	1598	1161	355	1309
Grp Volume(v), veh/h	24	428	440	124	307	320	94	0	226	68	0	75
Grp Sat Flow(s),veh/h/ln	805	1791	1839	1795	1791	1865	1115	0	1598	1161	0	1664
Q Serve(g_s), s	2.2	19.1	19.2	2.4	5.8	5.8	5.3	0.0	12.2	5.1	0.0	3.5
Cycle Q Clear(g_c), s	2.2	19.1	19.2	2.4	5.8	5.8	8.7	0.0	12.2	13.9	0.0	3.5
Prop In Lane	1.00		0.14	1.00		0.06	0.88		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	520	979	1005	428	1231	1283	275	0	286	175	0	298
V/C Ratio(X)	0.05	0.44	0.44	0.29	0.25	0.25	0.34	0.00	0.79	0.39	0.00	0.25
Avail Cap(c_a), veh/h	520	979	1005	494	1231	1283	350	0	373	238	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	17.6	24.6	24.6	9.2	5.3	5.3	35.2	0.0	35.3	40.3	0.0	31.8
Incr Delay (d2), s/veh	0.2	1.4	1.3	0.4	0.5	0.5	0.7	0.0	8.3	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	9.5	9.7	0.9	2.1	2.2	1.9	0.0	5.4	1.5	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	25.9	25.9	9.6	5.8	5.8	35.9	0.0	43.7	41.7	0.0	32.2
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		892			751			320			143	
Approach Delay, s/veh		25.7			6.4			41.4			36.7	
Approach LOS		C			A			D			D	

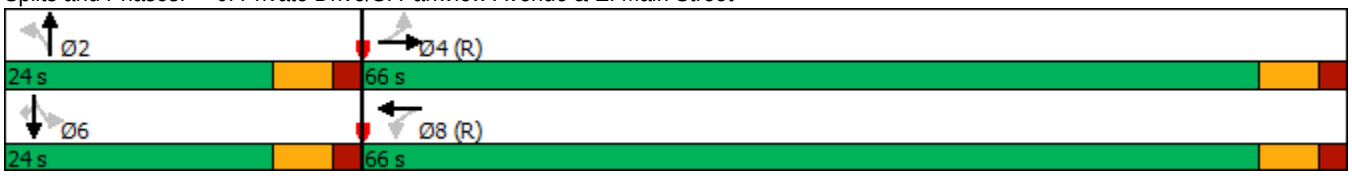
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.1	12.7	55.2		22.1		67.9				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0	10.0	41.0		21.0		57.0				
Max Q Clear Time (g_c+I1), s		14.2	4.4	21.2		15.9		7.8				
Green Ext Time (p_c), s		0.8	0.1	6.1		0.2		4.7				

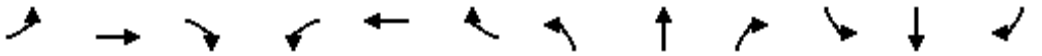
Intersection Summary												
HCM 6th Ctrl Delay			21.9									
HCM 6th LOS			C									

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)	134	835	11	4	673	65	6	6	6	41	3	99
Future Volume (veh/h)	134	835	11	4	673	65	6	6	6	41	3	99
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	138	861	11	4	694	67	6	6	6	42	3	102
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	618	2743	35	517	2500	241	90	83	60	223	13	173
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	710	3622	46	640	3300	318	339	759	549	1335	122	1585
Grp Volume(v), veh/h	138	426	446	4	376	385	18	0	0	45	0	102
Grp Sat Flow(s),veh/h/ln	710	1791	1877	640	1791	1828	1648	0	0	1457	0	1585
Q Serve(g_s), s	5.3	6.8	6.8	0.1	0.0	0.0	0.0	0.0	0.0	1.6	0.0	5.5
Cycle Q Clear(g_c), s	5.3	6.8	6.8	6.9	0.0	0.0	0.8	0.0	0.0	2.4	0.0	5.5
Prop In Lane	1.00		0.02	1.00		0.17	0.33		0.33	0.93		1.00
Lane Grp Cap(c), veh/h	618	1356	1421	517	1356	1384	233	0	0	237	0	173
V/C Ratio(X)	0.22	0.31	0.31	0.01	0.28	0.28	0.08	0.00	0.00	0.19	0.00	0.59
Avail Cap(c_a), veh/h	618	1356	1421	517	1356	1384	376	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	3.3	3.5	3.5	0.3	0.0	0.0	36.1	0.0	0.0	36.7	0.0	38.2
Incr Delay (d2), s/veh	0.8	0.6	0.6	0.0	0.5	0.5	0.1	0.0	0.0	0.4	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.9	2.0	0.0	0.2	0.2	0.4	0.0	0.0	0.9	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.1	4.1	4.1	0.4	0.5	0.5	36.2	0.0	0.0	37.1	0.0	41.3
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1010			765			18			147	
Approach Delay, s/veh		4.1			0.5			36.2			40.0	
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		18.0		60.0		18.0		60.0				
Max Q Clear Time (g_c+I1), s		2.8		8.8		7.5		8.9				
Green Ext Time (p_c), s		0.0		8.0		0.4		6.1				

Intersection Summary												
HCM 6th Ctrl Delay			5.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	1	0	0	1	3	203	0	1	140	2
Future Vol, veh/h	0	0	1	0	0	1	3	203	0	1	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	0	0	1	3	216	0	1	149	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	375	374	150	375	375	216	151	0	0	216	0	0
Stage 1	152	152	-	222	222	-	-	-	-	-	-	-
Stage 2	223	222	-	153	153	-	-	-	-	-	-	-
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	586	560	902	586	559	829	1442	-	-	1342	-	-
Stage 1	855	775	-	785	723	-	-	-	-	-	-	-
Stage 2	784	723	-	854	775	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	584	558	902	584	557	829	1442	-	-	1342	-	-
Mov Cap-2 Maneuver	584	558	-	584	557	-	-	-	-	-	-	-
Stage 1	853	774	-	783	722	-	-	-	-	-	-	-
Stage 2	781	722	-	852	774	-	-	-	-	-	-	-

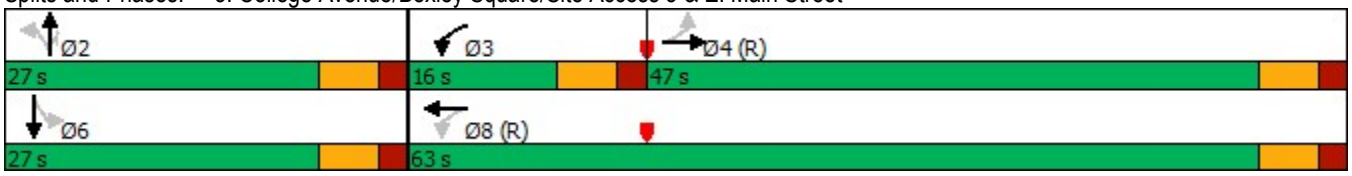
Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.3	0.1	0.1
HCM LOS	A	A		

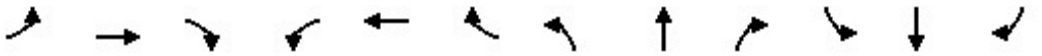
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	902	829	1342	-	-
HCM Lane V/C Ratio	0.002	-	-	0.001	0.001	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9	9.3	7.7	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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)	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)	34	774	60	119	595	27	80	19	217	73	18	58
Future Volume (veh/h)	34	774	60	119	595	27	80	19	217	73	18	58
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	35	806	62	124	620	28	83	20	226	76	19	60
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	504	1811	139	421	2367	107	241	51	301	183	76	239
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	789	3370	259	1795	3490	157	895	269	1598	1152	402	1269
Grp Volume(v), veh/h	35	428	440	124	318	330	103	0	226	76	0	79
Grp Sat Flow(s),veh/h/ln	789	1791	1839	1795	1791	1857	1164	0	1598	1152	0	1671
Q Serve(g_s), s	3.3	19.2	19.2	2.4	6.2	6.3	5.3	0.0	12.0	5.8	0.0	3.6
Cycle Q Clear(g_c), s	3.3	19.2	19.2	2.4	6.2	6.3	9.0	0.0	12.0	14.7	0.0	3.6
Prop In Lane	1.00		0.14	1.00		0.08	0.81		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	504	962	988	421	1215	1259	292	0	301	183	0	315
V/C Ratio(X)	0.07	0.45	0.45	0.29	0.26	0.26	0.35	0.00	0.75	0.42	0.00	0.25
Avail Cap(c_a), veh/h	504	962	988	487	1215	1259	355	0	373	234	0	390
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	25.0	25.0	9.6	5.7	5.7	34.3	0.0	34.5	40.0	0.0	31.1
Incr Delay (d2), s/veh	0.3	1.5	1.5	0.4	0.5	0.5	0.7	0.0	6.5	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	0.6	9.6	9.8	0.9	2.3	2.3	2.1	0.0	5.2	1.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	26.5	26.5	10.0	6.2	6.2	35.1	0.0	41.0	41.5	0.0	31.5
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		903			772			329			155	
Approach Delay, s/veh		26.2			6.8			39.2			36.4	
Approach LOS		C			A			D			D	

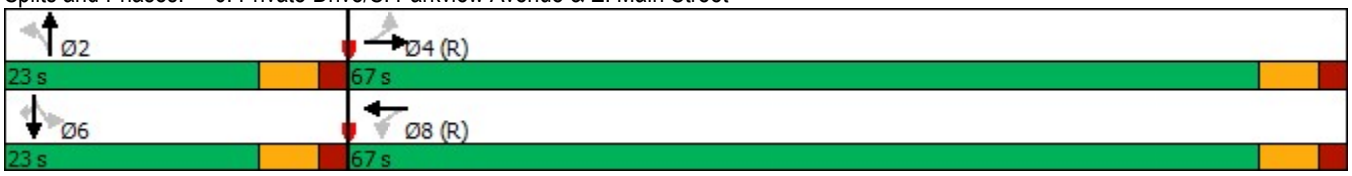
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.0	12.7	54.4		23.0		67.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0	10.0	41.0		21.0		57.0				
Max Q Clear Time (g_c+I1), s		14.0	4.4	21.2		16.7		8.3				
Green Ext Time (p_c), s		0.8	0.1	6.1		0.2		4.9				

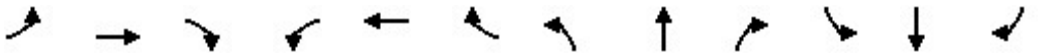
Intersection Summary												
HCM 6th Ctrl Delay			22.0									
HCM 6th LOS			C									

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)	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)	145	846	11	4	680	69	6	6	6	41	3	101
Future Volume (veh/h)	145	846	11	4	680	69	6	6	6	41	3	101
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	149	872	11	4	701	71	6	6	6	42	3	104
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	566	2743	35	511	2487	252	90	83	60	223	13	173
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	703	3622	46	634	3284	332	339	759	549	1335	122	1585
Grp Volume(v), veh/h	149	431	452	4	382	390	18	0	0	45	0	104
Grp Sat Flow(s),veh/h/ln	703	1791	1877	634	1791	1825	1647	0	0	1457	0	1585
Q Serve(g_s), s	7.5	6.9	6.9	0.2	5.9	5.9	0.0	0.0	0.0	1.6	0.0	5.6
Cycle Q Clear(g_c), s	13.4	6.9	6.9	7.1	5.9	5.9	0.8	0.0	0.0	2.4	0.0	5.6
Prop In Lane	1.00		0.02	1.00		0.18	0.33		0.33	0.93		1.00
Lane Grp Cap(c), veh/h	566	1356	1421	511	1356	1382	234	0	0	237	0	173
V/C Ratio(X)	0.26	0.32	0.32	0.01	0.28	0.28	0.08	0.00	0.00	0.19	0.00	0.60
Avail Cap(c_a), veh/h	566	1356	1421	511	1356	1382	358	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	5.4	3.5	3.5	4.6	3.4	3.4	36.1	0.0	0.0	36.7	0.0	38.2
Incr Delay (d2), s/veh	1.1	0.6	0.6	0.0	0.5	0.5	0.1	0.0	0.0	0.4	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.9	2.0	0.0	1.9	1.9	0.4	0.0	0.0	0.9	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	4.1	4.1	4.7	3.9	3.9	36.2	0.0	0.0	37.1	0.0	41.5
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1032			776			18			149	
Approach Delay, s/veh		4.5			3.9			36.2			40.2	
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		17.0		61.0		17.0		61.0				
Max Q Clear Time (g_c+I1), s		2.8		15.4		7.6		9.1				
Green Ext Time (p_c), s		0.0		8.3		0.3		6.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.2									
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	1	2	0	2	3	203	11	7	140	2
Future Vol, veh/h	0	0	1	2	0	2	3	203	11	7	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	2	0	2	3	216	12	7	149	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	393	398	150	393	393	222	151	0	0	228	0	0
Stage 1	164	164	-	228	228	-	-	-	-	-	-	-
Stage 2	229	234	-	165	165	-	-	-	-	-	-	-
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	570	543	902	570	546	823	1442	-	-	1328	-	-
Stage 1	843	766	-	779	719	-	-	-	-	-	-	-
Stage 2	778	715	-	842	766	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	565	539	902	566	542	823	1442	-	-	1328	-	-
Mov Cap-2 Maneuver	565	539	-	566	542	-	-	-	-	-	-	-
Stage 1	841	761	-	777	718	-	-	-	-	-	-	-
Stage 2	774	714	-	836	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	10.4	0.1	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	902	671	1328	-	-
HCM Lane V/C Ratio	0.002	-	-	0.001	0.006	0.006	-	-
HCM Control Delay (s)	7.5	0	-	9	10.4	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↱			↱
Traffic Vol, veh/h	0	881	733	11	0	6
Future Vol, veh/h	0	881	733	11	0	6
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	958	797	12	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	405
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	595
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	595
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

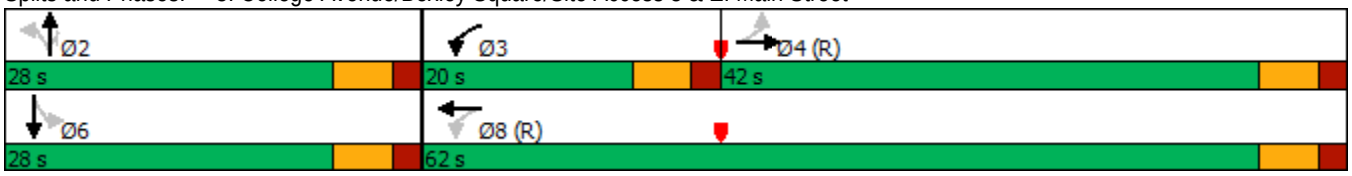
Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

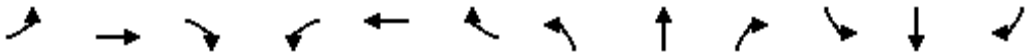
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	595
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

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)	21	502	60	164	651	16	100	6	178	18	7	29
Future Volume (veh/h)	21	502	60	164	651	16	100	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	540	65	176	700	17	108	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	499	1823	219	566	2548	62	245	12	236	136	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	729	3169	380	1781	3546	86	1128	78	1598	1120	317	1228
Grp Volume(v), veh/h	23	300	305	176	351	366	114	0	191	19	0	39
Grp Sat Flow(s),veh/h/ln	729	1763	1787	1781	1777	1855	1206	0	1598	1120	0	1545
Q Serve(g_s), s	2.3	13.1	13.2	3.2	6.2	6.2	6.8	0.0	10.4	1.5	0.0	2.0
Cycle Q Clear(g_c), s	2.3	13.1	13.2	3.2	6.2	6.2	8.8	0.0	10.4	10.3	0.0	2.0
Prop In Lane	1.00		0.21	1.00		0.05	0.95		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	499	1014	1028	566	1277	1333	256	0	236	136	0	229
V/C Ratio(X)	0.05	0.30	0.30	0.31	0.27	0.27	0.44	0.00	0.81	0.14	0.00	0.17
Avail Cap(c_a), veh/h	499	1014	1028	706	1277	1333	391	0	391	244	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	20.8	20.8	6.9	4.4	4.4	37.3	0.0	37.1	41.3	0.0	33.5
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.3	0.5	0.5	1.2	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	6.4	6.5	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	21.5	21.6	7.2	5.0	4.9	38.5	0.0	43.5	41.8	0.0	33.9
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		628			893			305			58	
Approach Delay, s/veh		21.4			5.4			41.6			36.4	
Approach LOS		C			A			D			D	

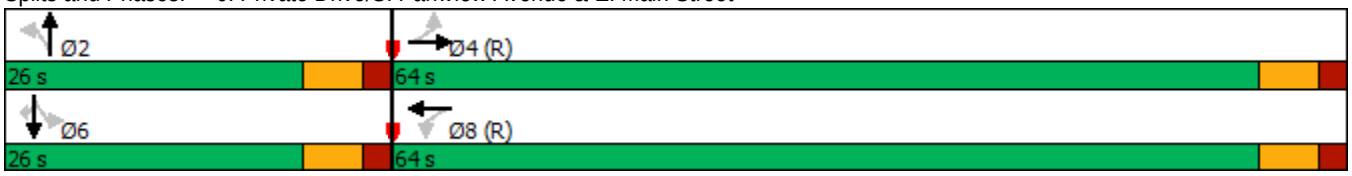
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		19.3	12.9	57.8		19.3		70.7				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0	14.0	36.0		22.0		56.0				
Max Q Clear Time (g_c+I1), s		12.4	5.2	15.2		12.3		8.2				
Green Ext Time (p_c), s		0.9	0.3	4.1		0.1		5.5				

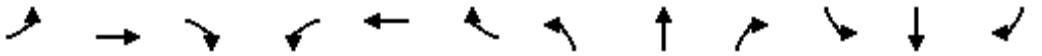
Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

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)	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)	95	580	5	2	706	60	1	2	1	23	0	108
Future Volume (veh/h)	95	580	5	2	706	60	1	2	1	23	0	108
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	611	5	2	743	63	1	2	1	24	0	114
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	589	2719	22	643	2476	210	69	93	37	233	0	171
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	671	3584	29	794	3263	277	176	863	346	1422	0	1585
Grp Volume(v), veh/h	100	300	316	2	398	408	4	0	0	24	0	114
Grp Sat Flow(s),veh/h/ln	671	1763	1850	794	1749	1791	1386	0	0	1422	0	1585
Q Serve(g_s), s	3.8	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	6.2
Cycle Q Clear(g_c), s	3.8	4.5	4.5	4.5	0.0	0.0	0.2	0.0	0.0	1.3	0.0	6.2
Prop In Lane	1.00		0.02	1.00		0.15	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	589	1337	1404	643	1327	1359	200	0	0	233	0	171
V/C Ratio(X)	0.17	0.22	0.22	0.00	0.30	0.30	0.02	0.00	0.00	0.10	0.00	0.67
Avail Cap(c_a), veh/h	589	1337	1404	643	1327	1359	350	0	0	395	0	352
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	3.2	3.2	0.1	0.0	0.0	35.9	0.0	0.0	36.4	0.0	38.6
Incr Delay (d2), s/veh	0.6	0.4	0.4	0.0	0.6	0.6	0.0	0.0	0.0	0.2	0.0	4.4
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	1.2	1.3	0.0	0.2	0.2	0.1	0.0	0.0	0.5	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.7	3.5	3.5	0.2	0.6	0.6	36.0	0.0	0.0	36.6	0.0	43.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		716			808			4			138	
Approach Delay, s/veh		3.6			0.6			36.0			41.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.7		74.3		15.7		74.3				
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		6.5		8.2		6.5				
Green Ext Time (p_c), s		0.0		5.2		0.3		6.6				

Intersection Summary												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	1	1	3	110	0	2	154	3
Future Vol, veh/h	0	0	0	0	1	1	3	110	0	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	0	1	1	3	117	0	2	164	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	294	293	166	293	294	117	167	0	0	117	0	0
Stage 1	170	170	-	123	123	-	-	-	-	-	-	-
Stage 2	124	123	-	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	662	621	884	663	620	941	1393	-	-	1471	-	-
Stage 1	837	762	-	886	798	-	-	-	-	-	-	-
Stage 2	885	798	-	837	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	659	619	884	662	618	941	1393	-	-	1471	-	-
Mov Cap-2 Maneuver	659	619	-	662	618	-	-	-	-	-	-	-
Stage 1	835	761	-	884	796	-	-	-	-	-	-	-
Stage 2	881	796	-	836	760	-	-	-	-	-	-	-

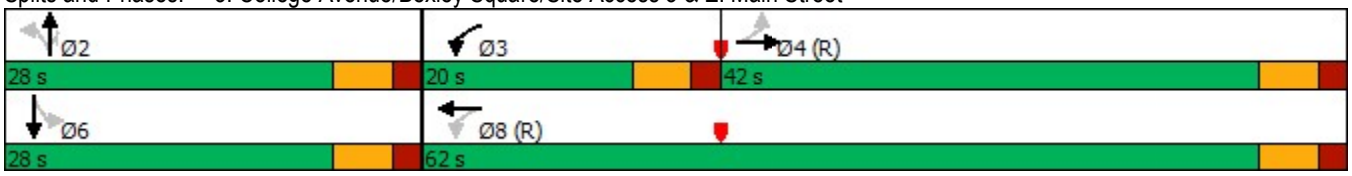
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.8	0.2	0.1
HCM LOS	A	A		

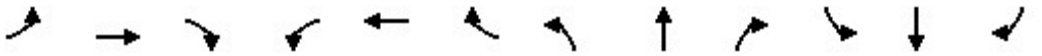
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1393	-	-	-	746	1471	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.003	0.001	-	-
HCM Control Delay (s)	7.6	0	-	0	9.8	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

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)	25	502	60	164	655	20	100	9	178	44	18	33
Future Volume (veh/h)	25	502	60	164	655	20	100	9	178	44	18	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	27	540	65	176	704	22	108	10	191	47	19	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	479	1751	210	546	2448	76	257	21	273	153	95	175
Arrive On Green	0.18	0.18	0.18	0.08	0.70	0.70	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	723	3169	380	1781	3518	110	1058	121	1598	1116	557	1025
Grp Volume(v), veh/h	27	300	305	176	355	371	118	0	191	47	0	54
Grp Sat Flow(s),veh/h/ln	723	1763	1787	1781	1777	1851	1179	0	1598	1116	0	1582
Q Serve(g_s), s	2.8	13.3	13.3	3.4	6.8	6.9	6.9	0.0	10.1	3.7	0.0	2.6
Cycle Q Clear(g_c), s	2.8	13.3	13.3	3.4	6.8	6.9	9.5	0.0	10.1	13.2	0.0	2.6
Prop In Lane	1.00		0.21	1.00		0.06	0.92		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	479	974	987	546	1237	1288	278	0	273	153	0	270
V/C Ratio(X)	0.06	0.31	0.31	0.32	0.29	0.29	0.42	0.00	0.70	0.31	0.00	0.20
Avail Cap(c_a), veh/h	479	974	987	686	1237	1288	381	0	391	235	0	387
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	17.6	21.9	21.9	7.7	5.2	5.2	35.9	0.0	35.1	41.0	0.0	32.0
Incr Delay (d2), s/veh	0.2	0.8	0.8	0.3	0.6	0.6	1.0	0.0	3.3	1.1	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	6.4	6.6	1.2	2.4	2.5	2.5	0.0	4.2	1.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	22.7	22.7	8.1	5.8	5.8	36.9	0.0	38.4	42.1	0.0	32.4
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		632			902			309			101	
Approach Delay, s/veh		22.5			6.2			37.8			36.9	
Approach LOS		C			A			D			D	

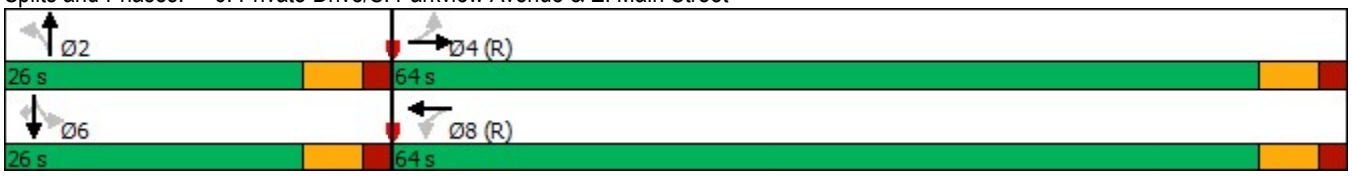
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		21.4	12.9	55.7		21.4		68.6				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0	14.0	36.0		22.0		56.0				
Max Q Clear Time (g_c+I1), s		12.1	5.4	15.3		15.2		8.9				
Green Ext Time (p_c), s		0.9	0.3	4.1		0.2		5.6				

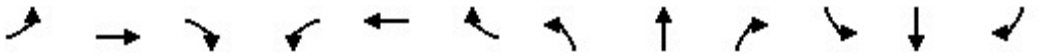
Intersection Summary												
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			B									

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)	99	584	5	2	728	60	1	2	1	23	0	115
Future Volume (veh/h)	99	584	5	2	728	60	1	2	1	23	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	104	615	5	2	766	63	1	2	1	24	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	488	2717	22	640	2481	204	69	93	38	234	0	172
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	656	3584	29	791	3272	269	176	862	346	1422	0	1585
Grp Volume(v), veh/h	104	302	318	2	409	420	4	0	0	24	0	121
Grp Sat Flow(s),veh/h/ln	656	1763	1850	791	1749	1792	1384	0	0	1422	0	1585
Q Serve(g_s), s	6.4	4.5	4.5	0.1	12.3	12.3	0.0	0.0	0.0	1.1	0.0	6.6
Cycle Q Clear(g_c), s	18.7	4.5	4.5	4.6	12.3	12.3	0.2	0.0	0.0	1.3	0.0	6.6
Prop In Lane	1.00		0.02	1.00		0.15	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	488	1337	1403	640	1326	1359	200	0	0	234	0	172
V/C Ratio(X)	0.21	0.23	0.23	0.00	0.31	0.31	0.02	0.00	0.00	0.10	0.00	0.70
Avail Cap(c_a), veh/h	488	1337	1403	640	1326	1359	350	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	7.7	3.2	3.2	7.7	8.4	8.4	35.9	0.0	0.0	36.3	0.0	38.7
Incr Delay (d2), s/veh	1.0	0.4	0.4	0.0	0.6	0.6	0.0	0.0	0.0	0.2	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.2	1.3	0.0	5.3	5.5	0.1	0.0	0.0	0.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	3.6	3.6	7.7	9.0	9.0	35.9	0.0	0.0	36.5	0.0	43.9
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		724			831			4			145	
Approach Delay, s/veh		4.3			9.0			35.9			42.7	
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		20.7		8.6		14.3				
Green Ext Time (p_c), s		0.0		5.2		0.3		6.7				

Intersection Summary												
HCM 6th Ctrl Delay			9.9									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	7	1	5	3	110	4	5	154	3
Future Vol, veh/h	0	0	0	7	1	5	3	110	4	5	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	7	1	5	3	117	4	5	164	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	304	303	166	301	302	119	167	0	0	121	0	0
Stage 1	176	176	-	125	125	-	-	-	-	-	-	-
Stage 2	128	127	-	176	177	-	-	-	-	-	-	-
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	652	613	884	655	614	938	1393	-	-	1467	-	-
Stage 1	831	757	-	884	796	-	-	-	-	-	-	-
Stage 2	881	795	-	831	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	644	609	884	652	610	938	1393	-	-	1467	-	-
Mov Cap-2 Maneuver	644	609	-	652	610	-	-	-	-	-	-	-
Stage 1	829	754	-	882	794	-	-	-	-	-	-	-
Stage 2	873	793	-	828	753	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10	0.2	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1393	-	-	-	734	1467	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.019	0.004	-	-
HCM Control Delay (s)	7.6	0	-	0	10	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	598	778	4	0	19
Future Vol, veh/h	0	598	778	4	0	19
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	650	846	4	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	425
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	578
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	578
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

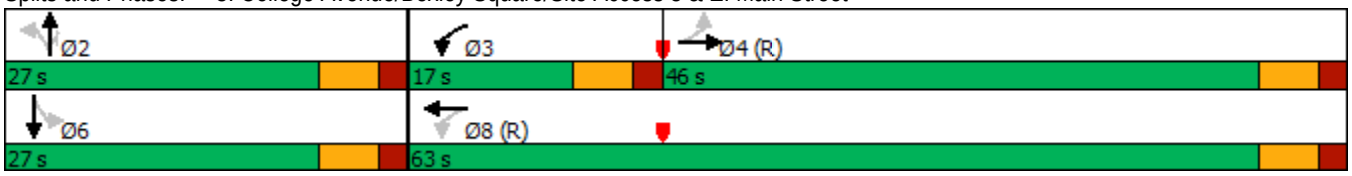
Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

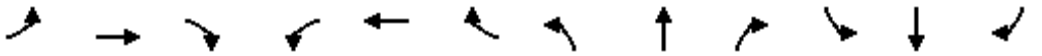
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	578
HCM Lane V/C Ratio	-	-	-	0.036
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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	827	64	127	624	20	83	11	224	69	16	61
Future Volume (veh/h)	25	827	64	127	624	20	83	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	861	67	132	650	21	86	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	495	1809	141	401	2404	78	254	28	300	179	66	247
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	773	3367	262	1795	3541	114	949	150	1598	1154	349	1314
Grp Volume(v), veh/h	26	458	470	132	329	342	97	0	233	72	0	81
Grp Sat Flow(s),veh/h/ln	773	1791	1838	1795	1791	1865	1099	0	1598	1154	0	1663
Q Serve(g_s), s	2.5	20.7	20.7	2.6	6.5	6.5	5.5	0.0	12.5	5.5	0.0	3.7
Cycle Q Clear(g_c), s	2.5	20.7	20.7	2.6	6.5	6.5	9.2	0.0	12.5	14.7	0.0	3.7
Prop In Lane	1.00		0.14	1.00		0.06	0.89		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	495	962	988	401	1216	1266	282	0	300	179	0	312
V/C Ratio(X)	0.05	0.48	0.48	0.33	0.27	0.27	0.34	0.00	0.78	0.40	0.00	0.26
Avail Cap(c_a), veh/h	495	962	988	486	1216	1266	344	0	373	232	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	18.2	25.6	25.6	10.1	5.7	5.7	34.8	0.0	34.8	40.1	0.0	31.2
Incr Delay (d2), s/veh	0.2	1.6	1.6	0.5	0.5	0.5	0.7	0.0	8.0	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	10.3	10.6	1.0	2.3	2.4	2.0	0.0	5.5	1.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	27.2	27.2	10.6	6.2	6.2	35.5	0.0	42.8	41.6	0.0	31.7
LnGrp LOS	B	C	C	B	A	A	D	A	D	D	A	C
Approach Vol, veh/h		954			803			330			153	
Approach Delay, s/veh		27.0			6.9			40.6			36.3	
Approach LOS		C			A			D			D	

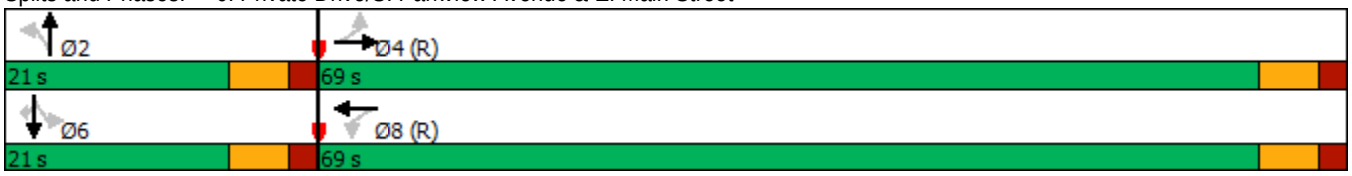
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.9	12.7	54.4		22.9		67.1				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0	11.0	40.0		21.0		57.0				
Max Q Clear Time (g_c+I1), s		14.5	4.6	22.7		16.7		8.5				
Green Ext Time (p_c), s		0.8	0.2	6.2		0.2		5.1				

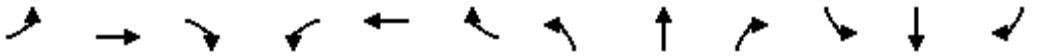
Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

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)	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)	141	877	11	4	720	69	6	6	6	42	3	102
Future Volume (veh/h)	141	877	11	4	720	69	6	6	6	42	3	102
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	904	11	4	742	71	6	6	6	43	3	105
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	592	2744	33	496	2501	239	90	83	60	224	13	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	677	3624	44	615	3303	316	339	759	549	1337	120	1585
Grp Volume(v), veh/h	145	447	468	4	402	411	18	0	0	46	0	105
Grp Sat Flow(s),veh/h/ln	677	1791	1877	615	1791	1828	1647	0	0	1457	0	1585
Q Serve(g_s), s	6.0	7.3	7.3	0.1	0.0	0.0	0.0	0.0	0.0	1.6	0.0	5.7
Cycle Q Clear(g_c), s	6.0	7.3	7.3	7.3	0.0	0.0	0.8	0.0	0.0	2.5	0.0	5.7
Prop In Lane	1.00		0.02	1.00		0.17	0.33		0.33	0.93		1.00
Lane Grp Cap(c), veh/h	592	1356	1421	496	1356	1384	234	0	0	237	0	174
V/C Ratio(X)	0.24	0.33	0.33	0.01	0.30	0.30	0.08	0.00	0.00	0.19	0.00	0.61
Avail Cap(c_a), veh/h	592	1356	1421	496	1356	1384	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	0.98	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	0.4	0.0	0.0	36.0	0.0	0.0	36.7	0.0	38.2
Incr Delay (d2), s/veh	1.0	0.7	0.6	0.0	0.5	0.5	0.1	0.0	0.0	0.4	0.0	3.4
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	0.7	2.0	2.1	0.0	0.2	0.2	0.4	0.0	0.0	1.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	4.2	4.2	0.4	0.5	0.5	36.2	0.0	0.0	37.1	0.0	41.6
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1060			817			18			151	
Approach Delay, s/veh		4.2			0.5			36.2			40.2	
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		15.0		63.0		15.0		63.0				
Max Q Clear Time (g_c+I1), s		2.8		9.3		7.7		9.3				
Green Ext Time (p_c), s		0.0		8.8		0.3		6.7				

Intersection Summary												
HCM 6th Ctrl Delay			5.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	1	0	0	1	3	209	0	1	144	2
Future Vol, veh/h	0	0	1	0	0	1	3	209	0	1	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	0	0	1	3	222	0	1	153	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	385	384	154	385	385	222	155	0	0	222	0	0
Stage 1	156	156	-	228	228	-	-	-	-	-	-	-
Stage 2	229	228	-	157	157	-	-	-	-	-	-	-
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	577	553	897	577	552	823	1438	-	-	1335	-	-
Stage 1	851	772	-	779	719	-	-	-	-	-	-	-
Stage 2	778	719	-	850	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	575	551	897	575	550	823	1438	-	-	1335	-	-
Mov Cap-2 Maneuver	575	551	-	575	550	-	-	-	-	-	-	-
Stage 1	849	771	-	777	718	-	-	-	-	-	-	-
Stage 2	775	718	-	848	771	-	-	-	-	-	-	-

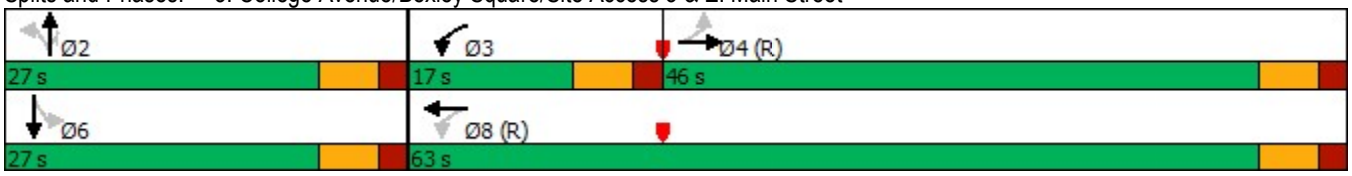
Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.4	0.1	0.1
HCM LOS	A	A		

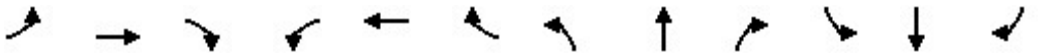
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	897	823	1335	-	-
HCM Lane V/C Ratio	0.002	-	-	0.001	0.001	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9	9.4	7.7	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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)	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)	36	827	64	127	635	29	83	19	224	77	19	62
Future Volume (veh/h)	36	827	64	127	635	29	83	19	224	77	19	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	38	861	67	132	661	30	86	20	233	80	20	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	480	1778	138	395	2336	106	248	51	315	186	77	252
Arrive On Green	0.17	0.17	0.17	0.07	0.67	0.67	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	758	3367	262	1795	3489	158	889	256	1598	1144	393	1277
Grp Volume(v), veh/h	38	458	470	132	339	352	106	0	233	80	0	85
Grp Sat Flow(s),veh/h/ln	758	1791	1838	1795	1791	1857	1146	0	1598	1144	0	1670
Q Serve(g_s), s	3.8	20.8	20.8	2.7	6.9	7.0	5.6	0.0	12.3	6.1	0.0	3.9
Cycle Q Clear(g_c), s	3.8	20.8	20.8	2.7	6.9	7.0	9.4	0.0	12.3	15.5	0.0	3.9
Prop In Lane	1.00		0.14	1.00		0.09	0.81		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	480	946	970	395	1199	1243	298	0	315	186	0	329
V/C Ratio(X)	0.08	0.48	0.48	0.33	0.28	0.28	0.36	0.00	0.74	0.43	0.00	0.26
Avail Cap(c_a), veh/h	480	946	970	480	1199	1243	349	0	373	227	0	390
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	19.1	26.1	26.1	10.5	6.1	6.1	34.0	0.0	34.0	39.8	0.0	30.6
Incr Delay (d2), s/veh	0.3	1.8	1.7	0.5	0.6	0.6	0.7	0.0	6.4	1.6	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	0.7	10.4	10.6	1.0	2.5	2.6	2.2	0.0	5.3	1.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	27.9	27.8	11.0	6.7	6.6	34.7	0.0	40.3	41.4	0.0	31.0
LnGrp LOS	B	C	C	B	A	A	C	A	D	D	A	C
Approach Vol, veh/h		966			823			339			165	
Approach Delay, s/veh		27.5			7.3			38.5			36.0	
Approach LOS		C			A			D			D	

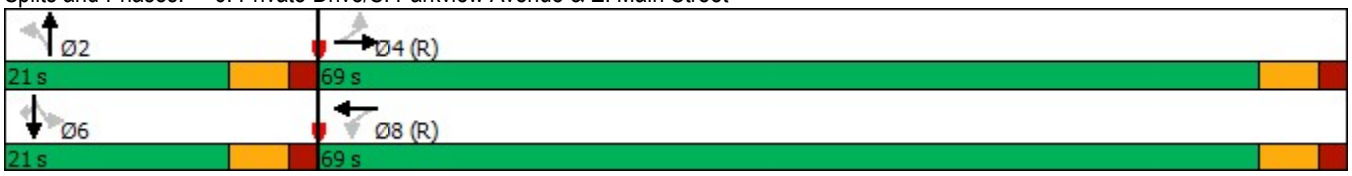
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.7	12.7	53.5		23.7		66.3				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0	11.0	40.0		21.0		57.0				
Max Q Clear Time (g_c+I1), s		14.3	4.7	22.8		17.5		9.0				
Green Ext Time (p_c), s		0.8	0.2	6.3		0.2		5.3				

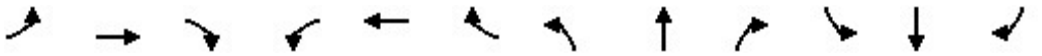
Intersection Summary												
HCM 6th Ctrl Delay			22.5									
HCM 6th LOS			C									

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)	152	888	11	4	727	69	6	6	6	42	3	104
Future Volume (veh/h)	152	888	11	4	727	69	6	6	6	42	3	104
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	157	915	11	4	749	71	6	6	6	43	3	107
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	541	2744	33	491	2503	237	90	83	60	224	13	174
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	672	3625	44	609	3306	313	339	758	549	1337	120	1585
Grp Volume(v), veh/h	157	452	474	4	406	414	18	0	0	46	0	107
Grp Sat Flow(s),veh/h/ln	672	1791	1877	609	1791	1829	1646	0	0	1456	0	1585
Q Serve(g_s), s	8.6	7.4	7.4	0.2	6.4	6.4	0.0	0.0	0.0	1.6	0.0	5.8
Cycle Q Clear(g_c), s	15.0	7.4	7.4	7.6	6.4	6.4	0.8	0.0	0.0	2.5	0.0	5.8
Prop In Lane	1.00		0.02	1.00		0.17	0.33		0.33	0.93		1.00
Lane Grp Cap(c), veh/h	541	1356	1421	491	1356	1385	234	0	0	237	0	174
V/C Ratio(X)	0.29	0.33	0.33	0.01	0.30	0.30	0.08	0.00	0.00	0.19	0.00	0.62
Avail Cap(c_a), veh/h	541	1356	1421	491	1356	1385	323	0	0	318	0	264
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	5.8	3.6	3.6	4.8	3.4	3.4	36.0	0.0	0.0	36.7	0.0	38.3
Incr Delay (d2), s/veh	1.4	0.7	0.6	0.0	0.6	0.6	0.1	0.0	0.0	0.4	0.0	3.5
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	2.0	2.1	0.0	2.0	2.0	0.4	0.0	0.0	1.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	4.2	4.2	4.8	4.0	4.0	36.2	0.0	0.0	37.1	0.0	41.8
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1083			824			18			153	
Approach Delay, s/veh		4.6			4.0			36.2			40.4	
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		17.0		7.8		9.6				
Green Ext Time (p_c), s		0.0		9.0		0.3		6.8				

Intersection Summary												
HCM 6th Ctrl Delay			7.3									
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	1	2	0	2	3	209	11	7	144	2
Future Vol, veh/h	0	0	1	2	0	2	3	209	11	7	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	2	0	2	3	222	12	7	153	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	403	408	154	403	403	228	155	0	0	234	0	0
Stage 1	168	168	-	234	234	-	-	-	-	-	-	-
Stage 2	235	240	-	169	169	-	-	-	-	-	-	-
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	562	536	897	562	539	816	1438	-	-	1322	-	-
Stage 1	839	763	-	774	715	-	-	-	-	-	-	-
Stage 2	773	711	-	838	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	557	532	897	558	535	816	1438	-	-	1322	-	-
Mov Cap-2 Maneuver	557	532	-	558	535	-	-	-	-	-	-	-
Stage 1	837	758	-	772	714	-	-	-	-	-	-	-
Stage 2	769	710	-	832	758	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	10.5	0.1	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	897	663	1322	-	-
HCM Lane V/C Ratio	0.002	-	-	0.001	0.006	0.006	-	-
HCM Control Delay (s)	7.5	0	-	9	10.5	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↱			↱
Traffic Vol, veh/h	0	932	782	11	0	6
Future Vol, veh/h	0	932	782	11	0	6
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	1013	850	12	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	431
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	573
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	573
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	573
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s)	-	-	-	11.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0