MEMORANDUM

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FROM: Mr. Jeffrey S. Dirk, P.E., PTOE, FITE
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Professional Engineer in CT, MA, ME, NH, RI and VA

DATE: July 17, 2019

RE: 7992

SUBJECT: Downtown Newburyport Transportation Study
Newburyport, Massachusetts

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to evaluate traffic patterns and operating conditions within the Downtown North area of Newburyport, Massachusetts. Specifically, this assessment reviews vehicle, pedestrian and bicycle volumes within the Downtown North area (defined as the area between High Street and Merrimack Street/Water Street, and situated between Kent Street and Federal Street) under summer month conditions, and includes a review of traffic operations (motorist delays, vehicle queuing and levels of service) under existing (2018) and future conditions (2028) with consideration of planned future development and pending changes to traffic circulation patterns within the study area.

Based on this assessment, we have determined that ***the traffic circulation changes that have been recommended by the City along Green Street, Pleasant Street and Titcomb Street to address potential impacts related to the opening of the Titcomb Street Garage will result in an overall improvement in access and circulation within the study area of this assessment***. While no material improvement in operating conditions was identified at the unsignalized intersections within the study area, the recommended traffic circulation changes did not result in a degradation in operating conditions. Improvements in operating conditions for specific movements are predicted to occur at the Merrimac Street/Green Street, High Street/Green Street and High Street/State Street intersections with the recommended traffic circulation changes. Specific recommendations have been provided as a part of this assessment for consideration by the City in order to facilitate the traffic circulation changes.

The following details our assessment of traffic operations and circulation within the Downtown North area of Newburyport.

STUDY AREA

The study area for this assessment was developed in consultation with the City of Newburyport and includes 20 roadways and 27 intersections which are listed below and depicted on Figure 1, along with the general study area boundary.

Roadways

1. Merrimac Street
2. Water Street
3. Liberty Street
4. Essex Street
5. Pleasant Street
6. Temple Street
7. Prospect Street
8. Harris Street
9. Washington Street
10. High Street
11. Kent Street
12. Winter Street
13. Summer Street
14. Titcomb Street
15. Court Street
16. Green Street
17. State Street
18. Fair Street
19. Fruit Street
20. Federal Street

Intersections

1. Merrimac Street/Kent Street
2. Merrimac Street/Route 1 Ramps/ Winter Street/Summer Street
3. Merrimac Street/Market Street
4. Merrimac Street/Titcomb Street
5. Merrimac Street/Green Street
6. Merrimac Street/Water Street/ State Street
7. Water Street/Fair Street
8. Water Street/Federal Street
9. State Street/Liberty Street
10. Fair Street/Liberty Street
11. Federal Street/Liberty Street
12. State Street/Essex Street
13. Fair Street/Essex Street
14. Green Street/Pleasant Street
15. State Street/Pleasant Street
16. State Street/Temple Street/Prince Place
17. Fair Street/Temple Street
18. Titcomb Street/Court Street/ Washington Street
19. Green Street/Washington Street/ Harris Street
20. Fair Street/Fruit Street/Prospect Street
21. High Street/Kent Street
22. High Street/Winter Street/Cory Avenue
23. High Street/Summer Street/ Vernon Street
24. High Street/Market Street
25. High Street/Green Street
26. High Street/State Street
27. High Street/Fruit Street

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in July and August 2018. This inventory included traffic volume and pedestrian and bicycle counts, as well as a review of existing pedestrian and bicycle accommodations, public transportation services and motor vehicle crash data. The following summarizes existing conditions within the study area. Figure 2 summarizes the existing geometric conditions and traffic control at the study area intersections as observed in July and August 2018, along with the location of sidewalks, crosswalks and bicycle facilities.

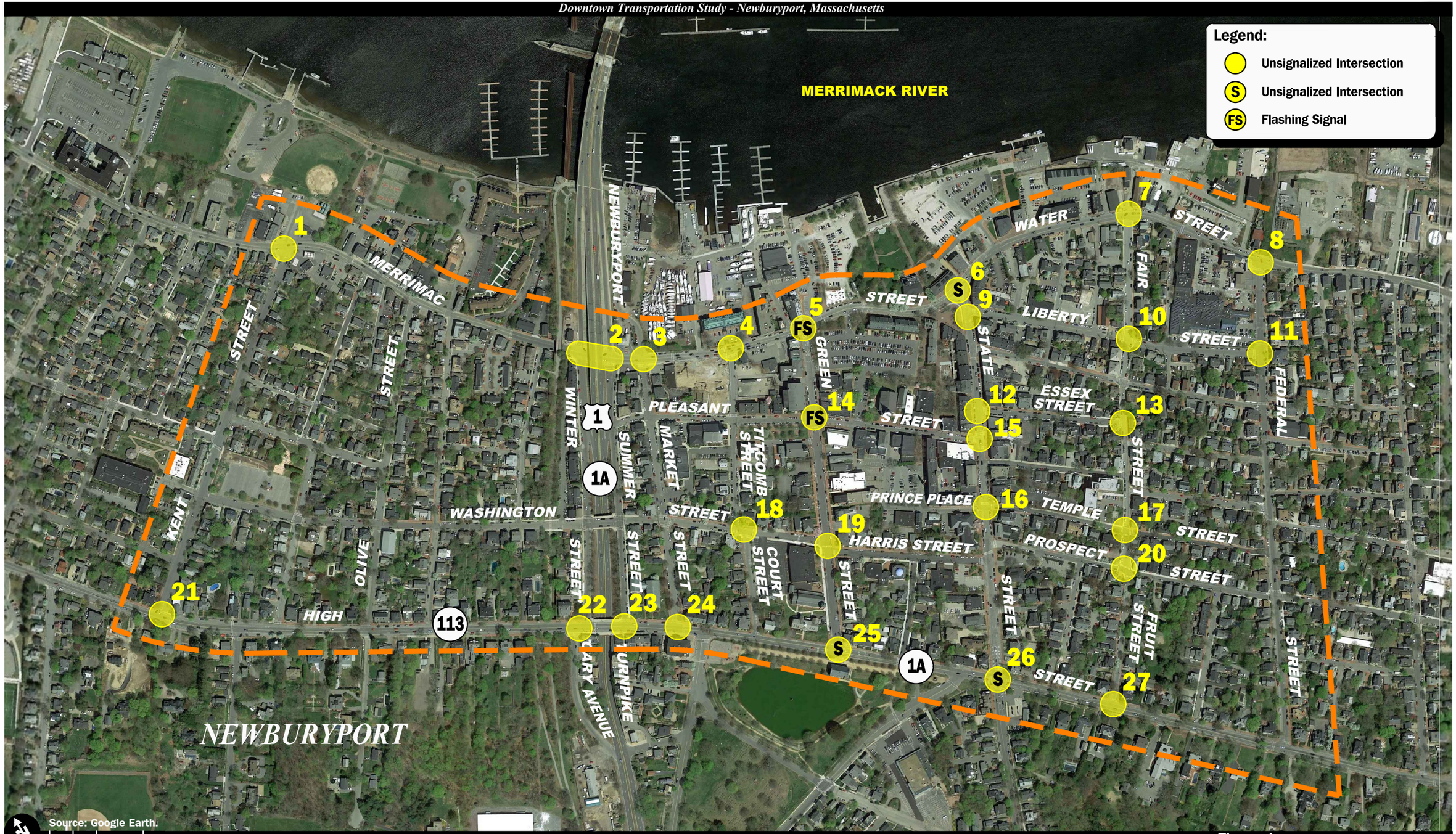


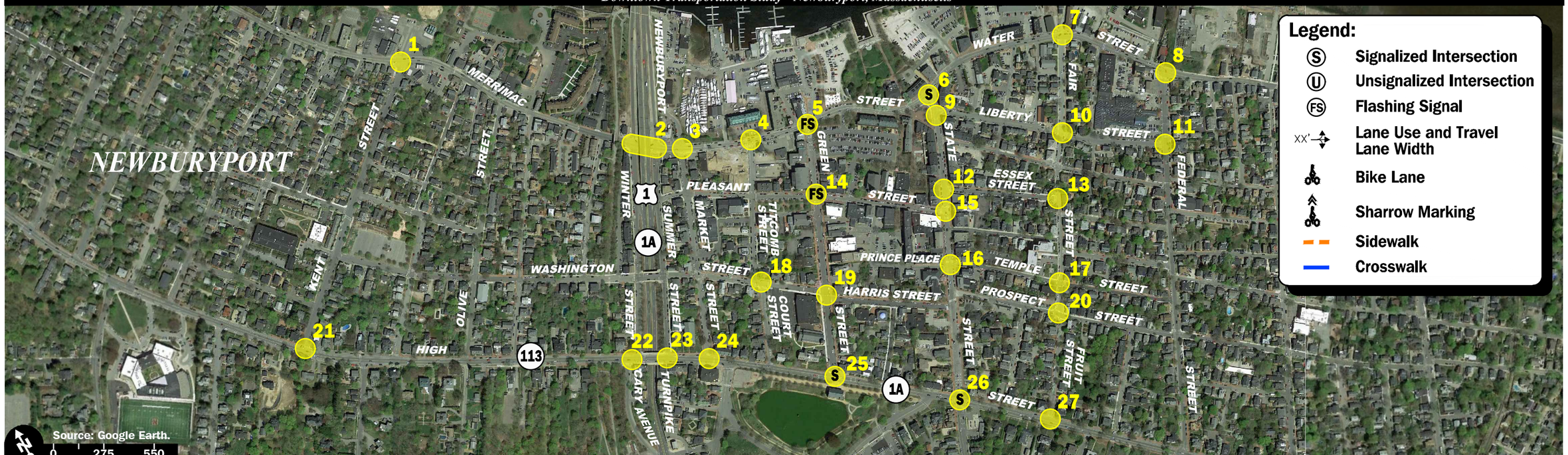
Figure 1

Study Area Map

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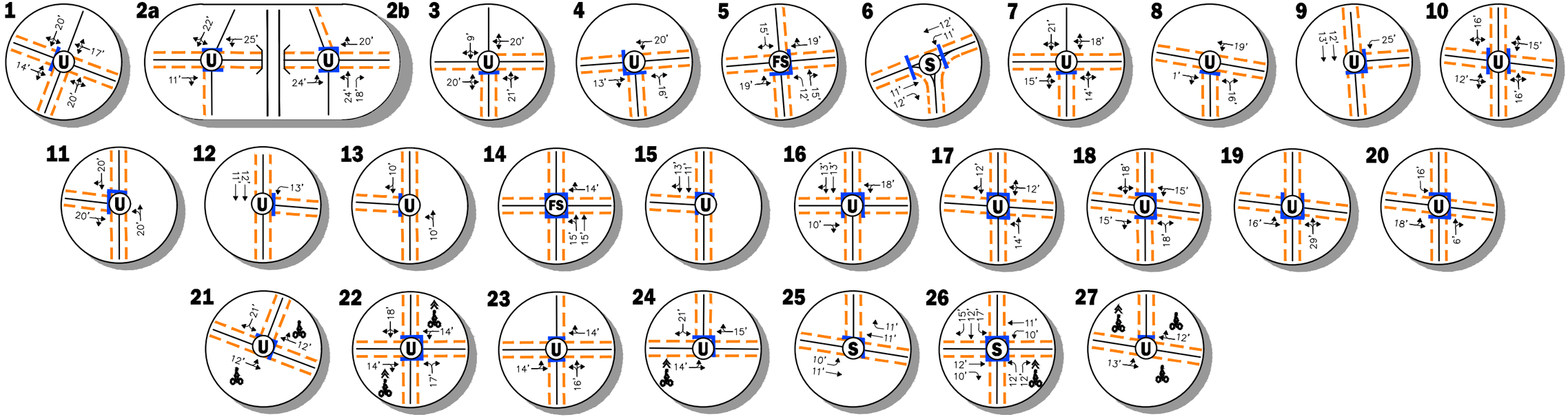


Figure 2

Existing Intersection Lane Use, Travel Lane Width and Pedestrian Facilities

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Existing traffic Volumes

In order to determine existing traffic-volume demands and flow patterns within the study area, manual turning movement counts (TMCs) and vehicle classification counts were completed at the study intersections in July and August 2018 during the weekday morning (7:00 to 9:00 AM), weekday evening (4:00 to 6:00 PM) and Saturday midday (11:00 AM to 2:00 PM) peak periods.

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, traffic volume data from MassDOT Continuous Count Station No. 5258 located on I-95 north of Scotland Road in West Newbury were reviewed.[1] Based on a review of this data, it was determined that traffic volumes during the month of July are approximately 17 percent above average month conditions, with those during the month of August found to be approximately 11 percent above average month conditions. As such, the raw traffic count data that forms the basis of the assessment was not adjusted downward to average-month conditions in order to provide a conservative (above average) analysis condition.

The 2018 Existing weekday morning, weekday evening and Saturday midday summer month peak-hour traffic volumes are graphically depicted on Figures 3, 4 and 5, respectively.

Pedestrian and Bicycle Facilities

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in July and August 2018, the results of which are summarized on Figure 2. As detailed thereon, sidewalks are generally provided along one or both sides of the study area roadways, with marked crosswalks provided for crossing one or more approaches of the study intersections. Pedestrian crossings at the signalized study area intersections are included as a part of the traffic signal system at the intersections (pedestrian pushbuttons, signal indications and exclusive phasing are provided for the crossings).

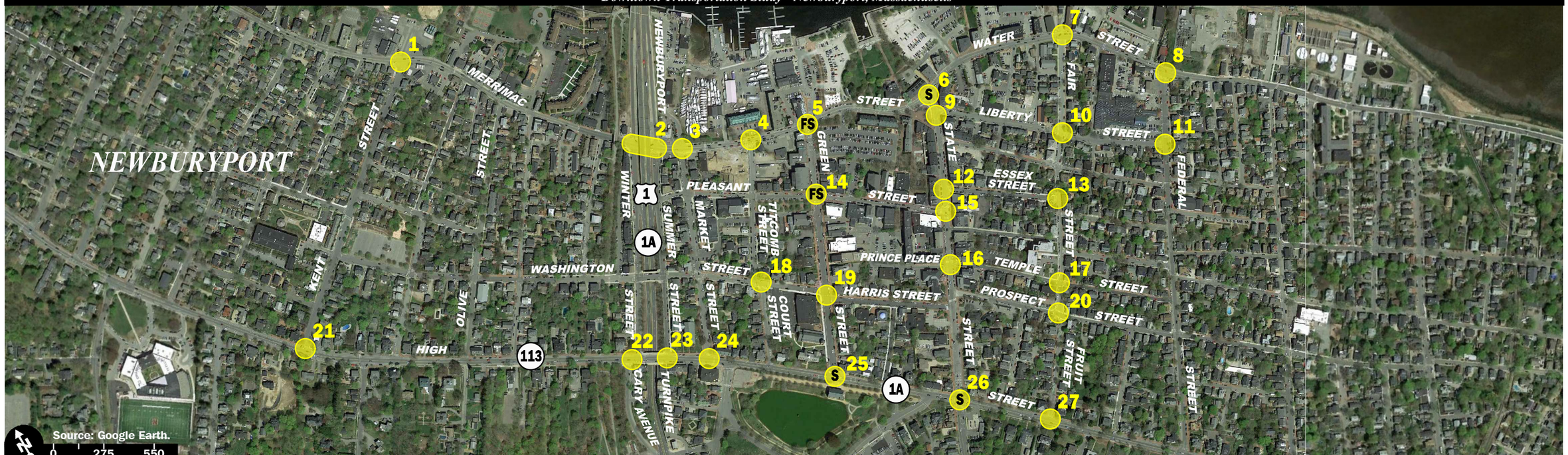
In addition, the Clipper City Rail Trail traverses an alignment parallel to and west of Route 1, and provides access to the Massachusetts Bay Transportation Authority (MBTA) Newburyport Commuter Rail Station to the south and the trail system along the Merrimack River to the north.

Figures 6, 7 and 8 depict the 2018 Existing weekday morning, weekday evening and Saturday midday peak-hour pedestrian volumes at the study area intersections, respectively, which were collected in conjunction with the TMCs in July and August 2018. A review of the pedestrian volume data indicates that the largest number of pedestrian crossings occurred at the State Street/Pleasant Street intersection (study area intersection no. 15) during all three peak hours (152, 506 and 427 crossings were observed during the weekday morning, weekday evening and Saturday midday peak hours, respectively). Bicycle activity within the study area was found to be relatively modest (generally less than 10 bicycles per hour).

Public Transportation

The Merrimack Valley Regional Transit Authority (MVRTA) operates fixed-route bus service along High Street and State Street by way of Route 54, *Amesbury-Newburyport-Salisbury*, which provides service from the Costello Transportation Center in Amesbury and travels along Storey Avenue (Route 113), High Street, Low Street, Graf Road, Broomfield Street, Water Street and State Street, with service to the MBTA Newburyport Commuter Rail Station, Salisbury Center and Salisbury Beach. In addition, an intermodal bus terminal and public parking garage are currently under construction on the southwest corner of the Merrimac Street/Titcomb Street intersection and are expected to open in May 2019.

[1]MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2018; Continuous Count Station 5258 – I-95, north of Scotland Road, West Newbury, MA.



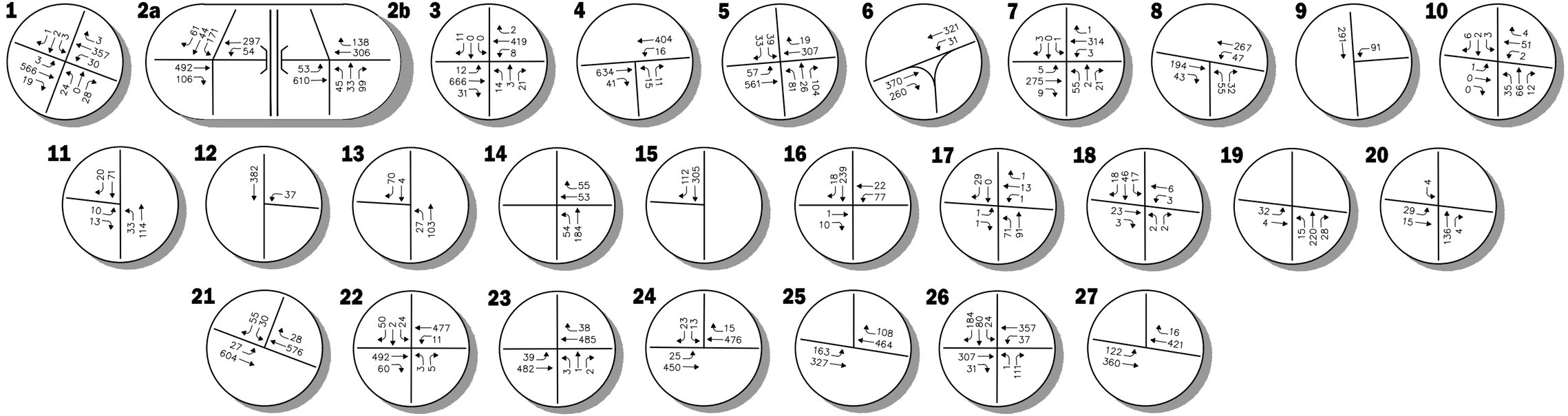


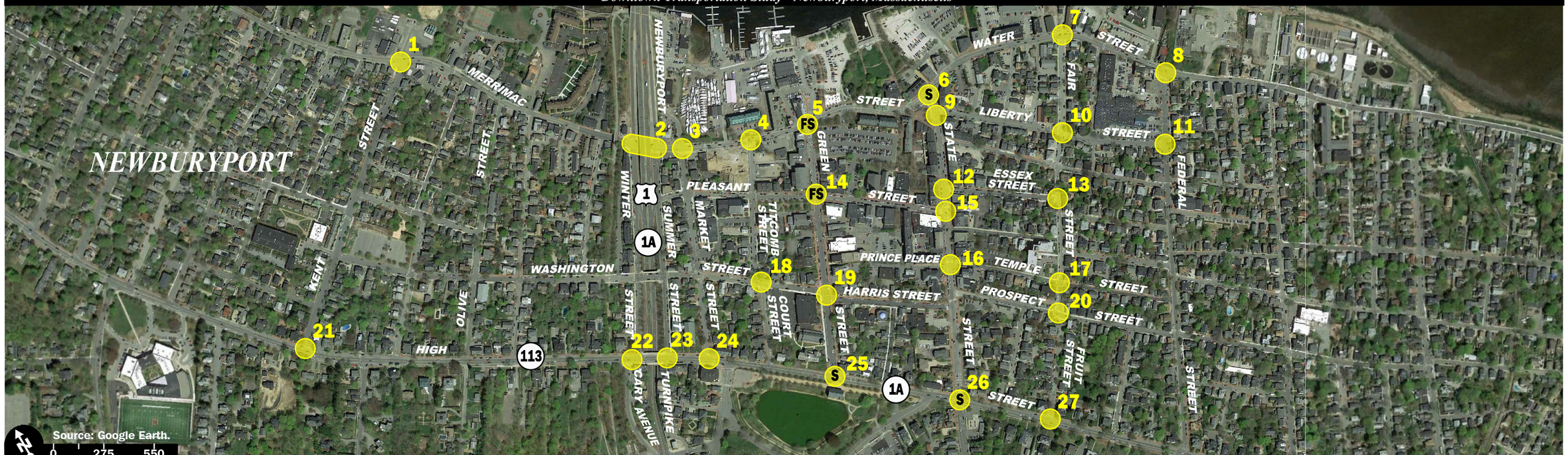
Figure 3

2018 Existing
Weekday Morning
Peak Hour Traffic Volumes

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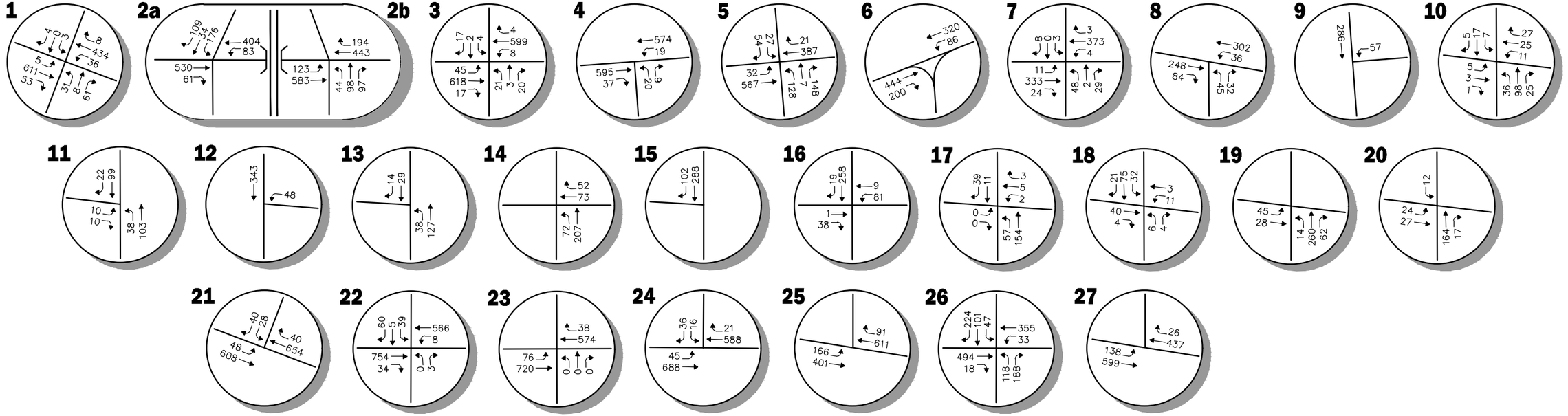


Figure 4

2018 Existing
Weekday Evening
Peak Hour Traffic Volumes

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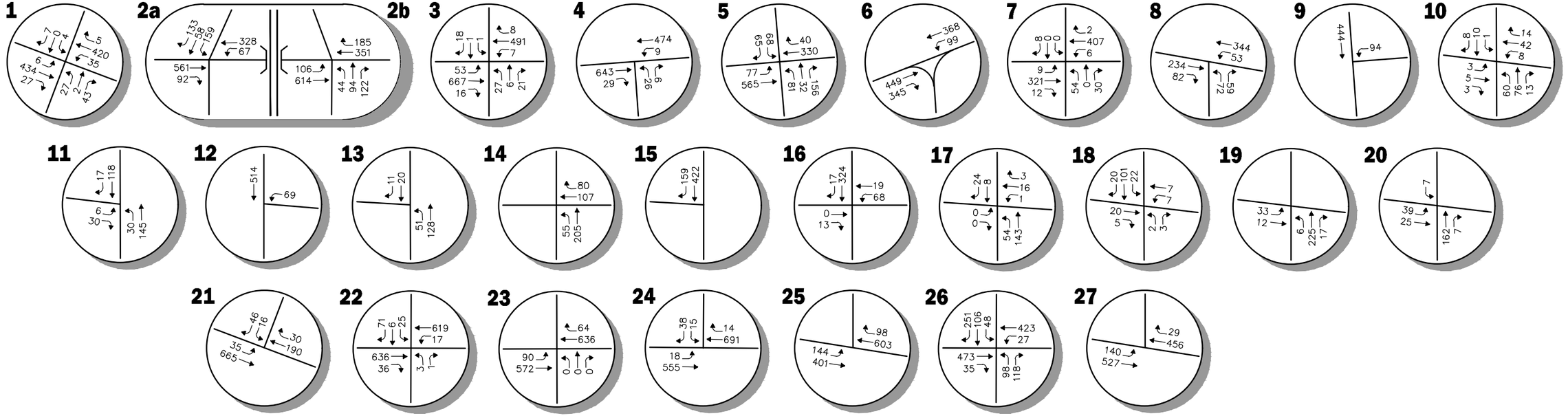


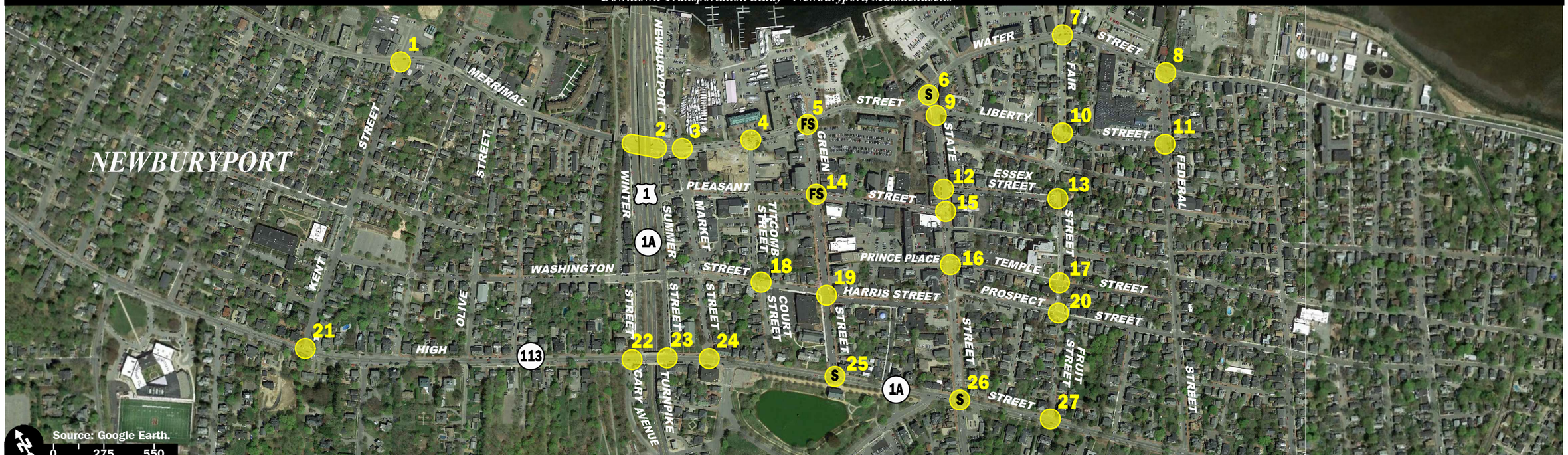
Figure 5

2018 Existing
Saturday Midday
Peak Hour Traffic Volumes

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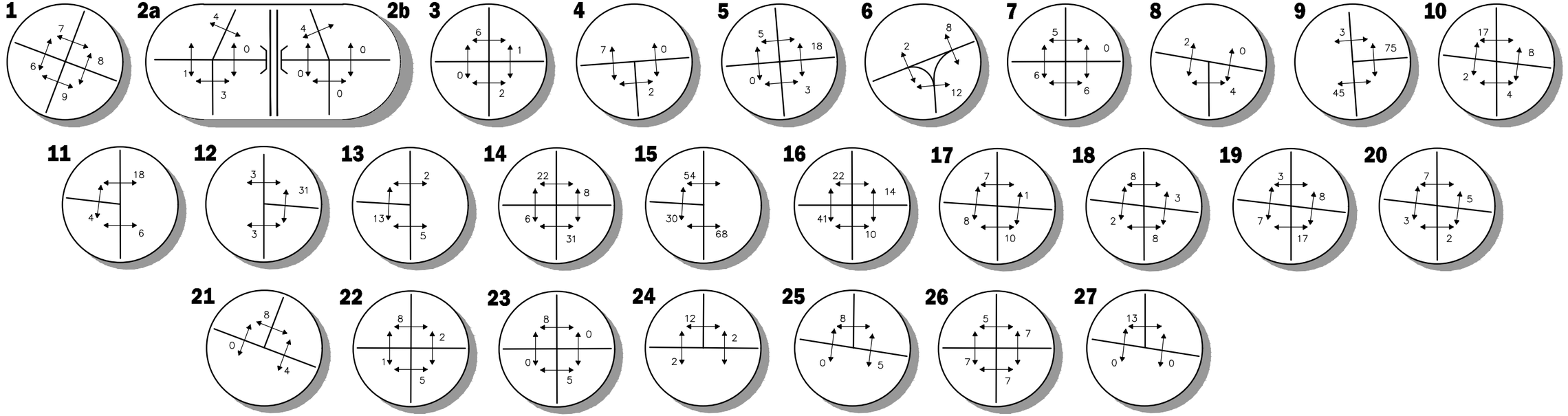


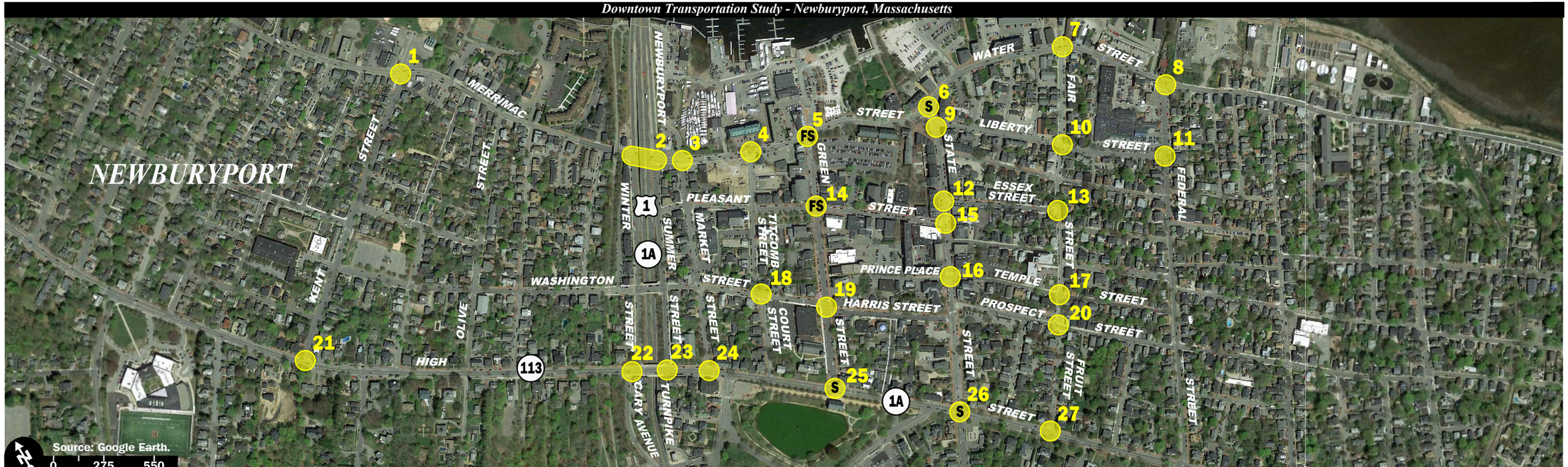
Figure 6

2018 Existing
Weekday Morning
Peak Hour Pedestrian Volumes

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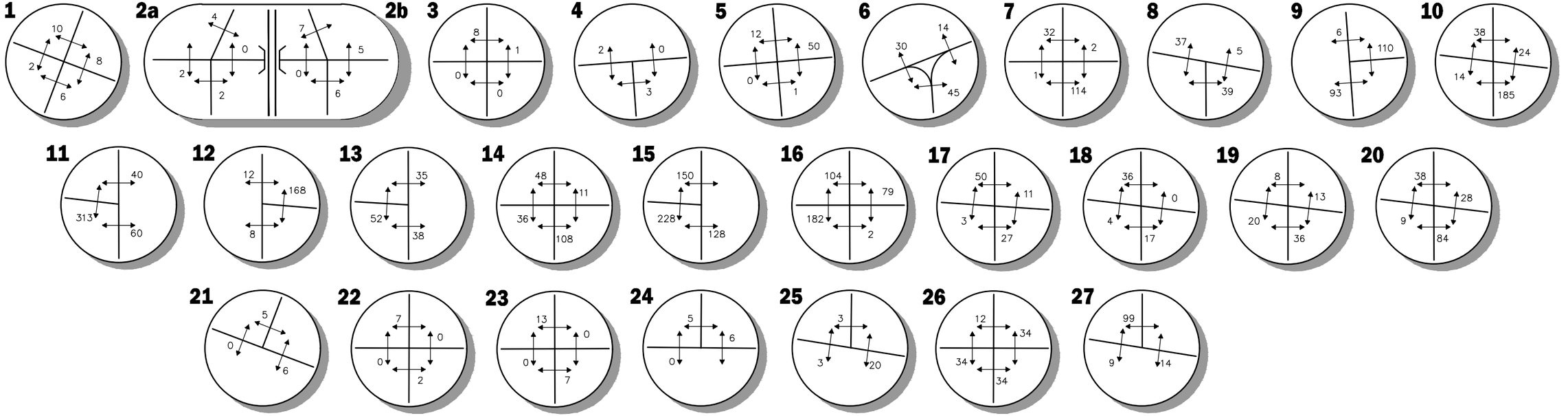


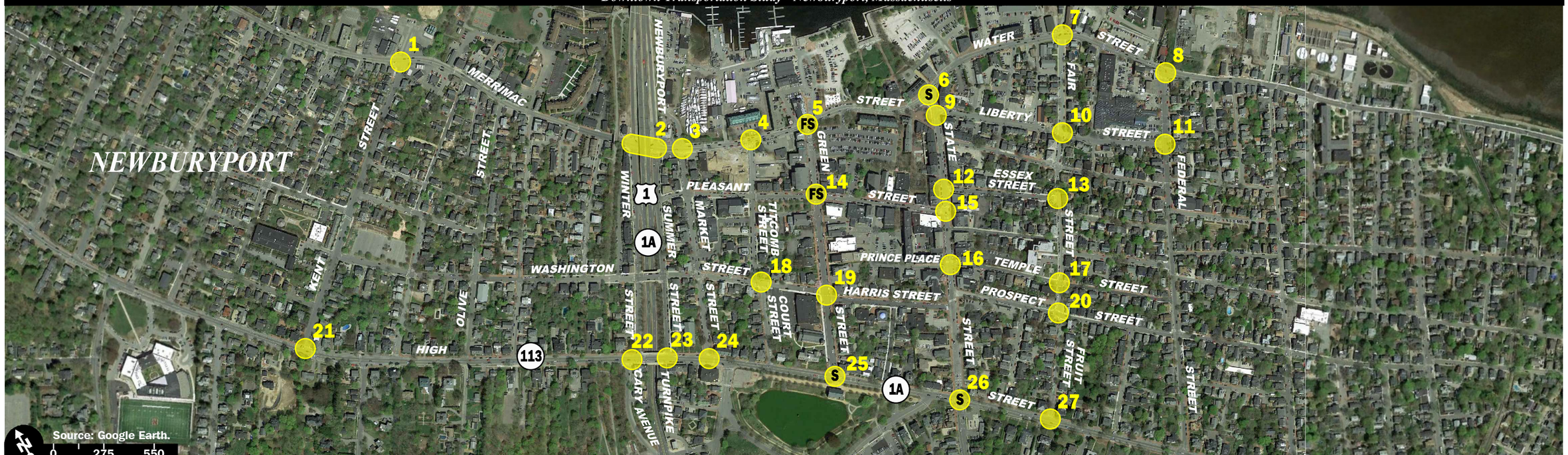
Figure 7

2018 Existing
Weekday Evening
Peak Hour Pedestrian Volumes

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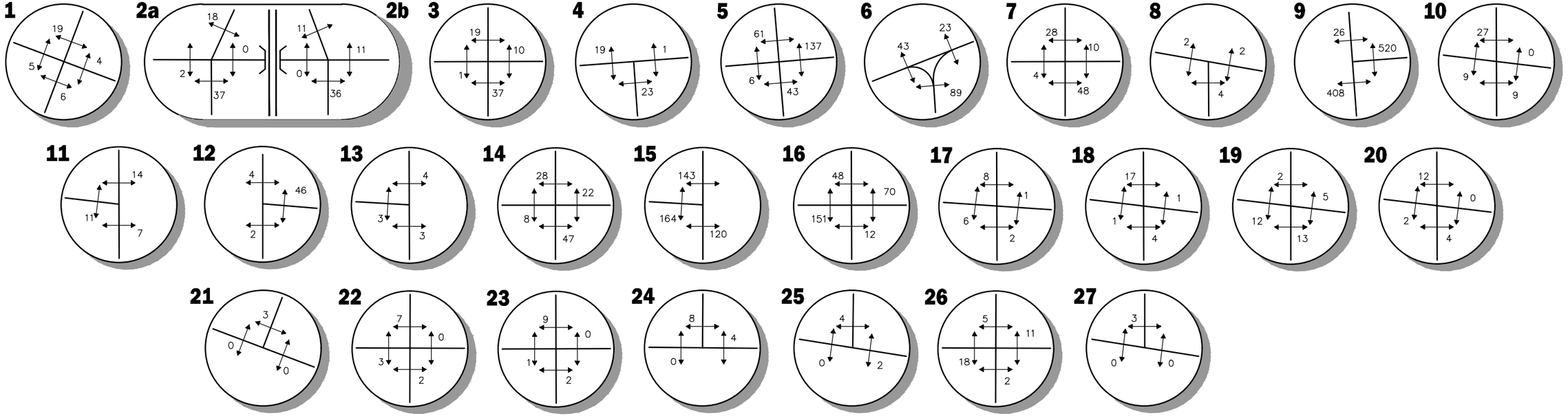


Figure 8

2018 Existing
Saturday Midday
Peak Hour Pedestrian Volumes

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Motor Vehicle Crash Data

A review of the MassDOT statewide High Crash Location List indicated that there are no listed locations within the study area that are included on MassDOT's Highway Safety Improvement Program (HSIP) listing as high crash locations for the period 2013 through 2015.

FUTURE DESIGN YEAR CONDITIONS

Traffic volumes in the study area were projected to the year 2028, which reflects a 10-year planning horizon from the exiting conditions base year (2018). The following describes the methodology that was used to establish future design-year conditions within the study area.

Future Traffic Growth

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described in the following sections.

Specific Development by Others

The City of Newburyport Office of Planning and Development was contacted in order to determine if there were any projects planned that would have an impact on future traffic volumes within the study area. Based on this discussion, the following projects were identified for inclusion in this assessment:

- ***MVRTA Intermodal Parking Facility, 90 Pleasant Street and 81-83 Merrimac Street, Newburyport, Massachusetts.*** This project entails the removal of an existing 27,400± square foot (sf) commercial building and associated appurtenances located at 90 Pleasant Street and 81-83 Merrimac Street to accommodate the construction of a 207 space public parking garage and an MVRTA bus terminal. This project is currently under construction and is expected to open in May 2019.

- ***Waterfront West Mixed-Use Development, Merrimac Street, Newburyport, Massachusetts.*** This project will entail the construction of a mixed-use development to be located off Merrimac Street and accessed by way of Tournament Wharf, McKay's Wharf and Brown's Wharf along the southern bank of the Merrimack River that will include up to 230 residential units, 80 hotel rooms and approximately 15,000 sf of retail and commercial space.[2]

[2]The development program for the Waterfront West project has been reduced slightly from the program that is included as a part of this assessment and is currently proposed to include 215 residential units, 80 hotel rooms and approximately 10,000 sf of retail and commercial space.

No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations and historic traffic counts in the area were reviewed in order to determine general background traffic growth trends. Based on a review of this data and discussions with the City of Newburyport Office of Planning and Development, a 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

MassDOT and the City of Newburyport were consulted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2028 within the study area. Based on these discussions, the following roadway improvement projects were identified within the study area:

- ***Intersection Improvements – Route 1 at Merrimac Street, Newburyport (MassDOT Project Number 608029).*** This project is being undertaken by MassDOT and entails the installation of traffic control signals at the Route 1 north and southbound on and off-ramp intersections with Merrimac Street (two (2) locations), along with associated roadway rehabilitation, drainage improvements, sign and pavement marking installation, and sidewalk and bicycle accommodation improvements. These improvements are currently at the preliminary design stage; a construction date and funding source have not yet been established.

  In an effort to advance these improvements, the proponent of the Waterfront West mixed-use development has committed to prepare design plans, up to and including the MassDOT 100 Percent Design/Project Specifications & Estimate (PS&E) submission, and to assist the City in completing the necessary grant applications to obtain funding for the construction of the improvements as a part of the mitigation commitments for the mixed-use project.

- ***MVRTA Intermodal Facility Pedestrian Access Improvements, Newburyport.*** In conjunction with the construction of the MVRTA Intermodal Parking Facility, pedestrian access improvements are proposed along Merrimac Street and at the Merrimac Street/Titcomb Street and Titcomb Street/Pleasant Street intersections that include sidewalk reconstruction, curb extensions, wheelchair ramp installation/reconstruction and the installation of crosswalks. In addition, a 100-foot long bus turn-out will be constructed along the south side of Merrimac Street adjacent to the intermodal facility and on-street parking along both Merrimac Street and Titcomb Street will be reconfigured to accommodate the improvements and the driveways that will serve the intermodal facility.

- ***Merrimac Street/Green Street Intersection Improvements, Newburyport.*** As part of the construction of the MVRTA Intermodal Parking Facility, access and circulation improvements were reviewed for Green Street and its intersection with Merrimac Street. These improvements included the realignment of the Green Street approach to Merrimac Street and the replacement of the traffic signal system.

The aforementioned improvements were assumed to be complete within the future conditions horizon year of this assessment (2028) and are reflected in the associated traffic operations analysis.

Design Year Traffic Volumes

The 2028 Design Year peak-hour traffic-volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2018 Existing peak-hour traffic volumes and then adding the peak-hour traffic volumes associated with the identified specific development projects by others. The resulting 2028 Design Year weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are shown on Figures 9, 10 and 11, respectively.

TITCOMB STREET GARAGE TRAFFIC CIRCULATION CHANGES

A Board Order has been proposed for consideration by the City Council of Newburyport that would entail the following changes to traffic circulation within the study area:

1. Restore two-way traffic on Green Street between High Street and Pleasant Street, and on Pleasant Street between Titcomb Street and Green Street;
2. Reverse the one-way direction of Titcomb Street between Washington Street and Pleasant Street; and
3. Eliminate parking on the northerly side of Pleasant Street in front of City Hall to create sufficient width for two-way vehicular traffic.

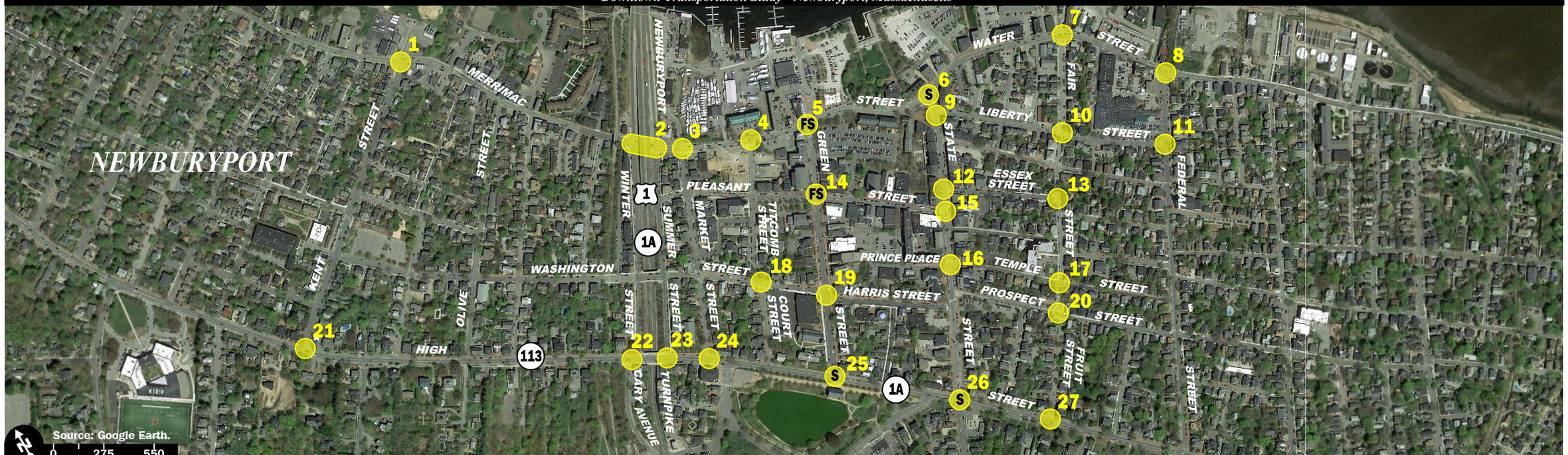
The proposed circulation changes were developed by the City's Traffic Safety Advisory Committee (TSAC) and were recommended for consideration by the City Council in order to address the potential impacts associated with the intermodal parking facility (a.k.a. the Titcomb Street Garage) that is expected to open in May 2019. Figures 12, 13 and 14 depict the peak-hour traffic volumes within study area with the completion of the recommended circulation changes. Figures depicting the predicted redistribution of trips within the study area are provided in the Appendix.

In conjunction with the restoration of two-way traffic on Green Street, it has been assumed that the Green Street southbound approach to High Street will be included as part of the traffic signal system at the intersection in order to facilitate turning maneuvers and that the traffic signal system at the intersection will be updated.

TRAFFIC OPERATIONS ANALYSIS

In order to assess operating conditions on the roadway network, a detailed traffic operations and vehicle queue analysis ("LOS analysis") was performed at the study area intersections under 2018 Existing and 2028 Design Year conditions, with and without the traffic circulation changes recommended by TSAC. A traffic operations analysis provides an indication of how well transportation facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

In brief, six levels of service are defined for each type of facility. They are given letter designations ranging from A to F, with level-of-service (LOS) "A" representing the best operating conditions and LOS "F" representing congested or constrained operations. An LOS of "E" is representative of a transportation facility that is operating at its design capacity with an LOS of "D" generally defined as the limit of "acceptable" traffic operations. Since the level-of-service of a traffic facility is a function of the flows placed upon it, such a facility may operate at a wide range of levels of service depending on the time of day, day of week, or period of the year. The Synchro® intersection capacity analysis software, which is



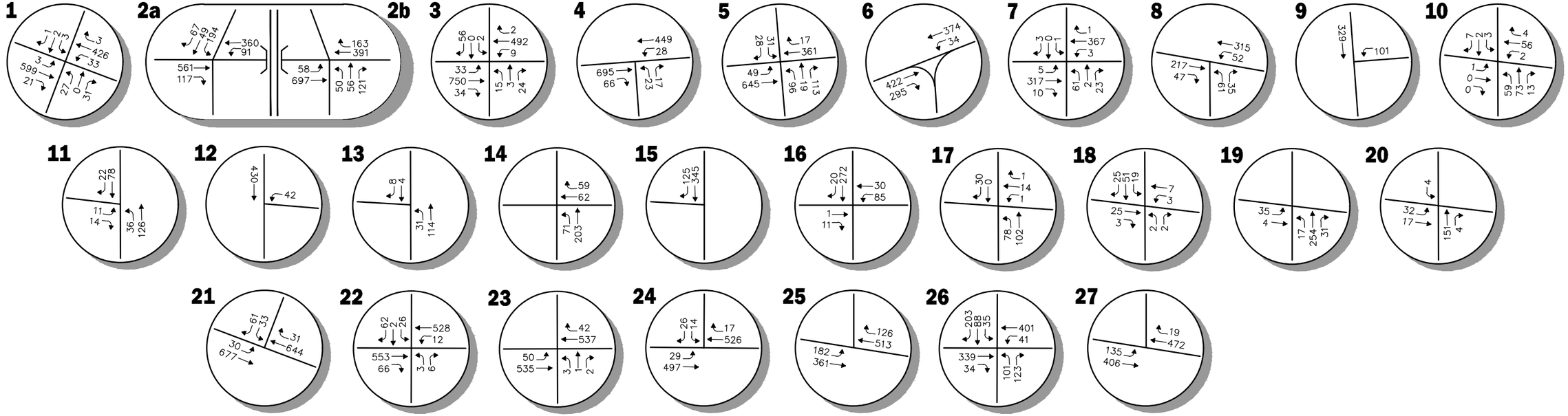


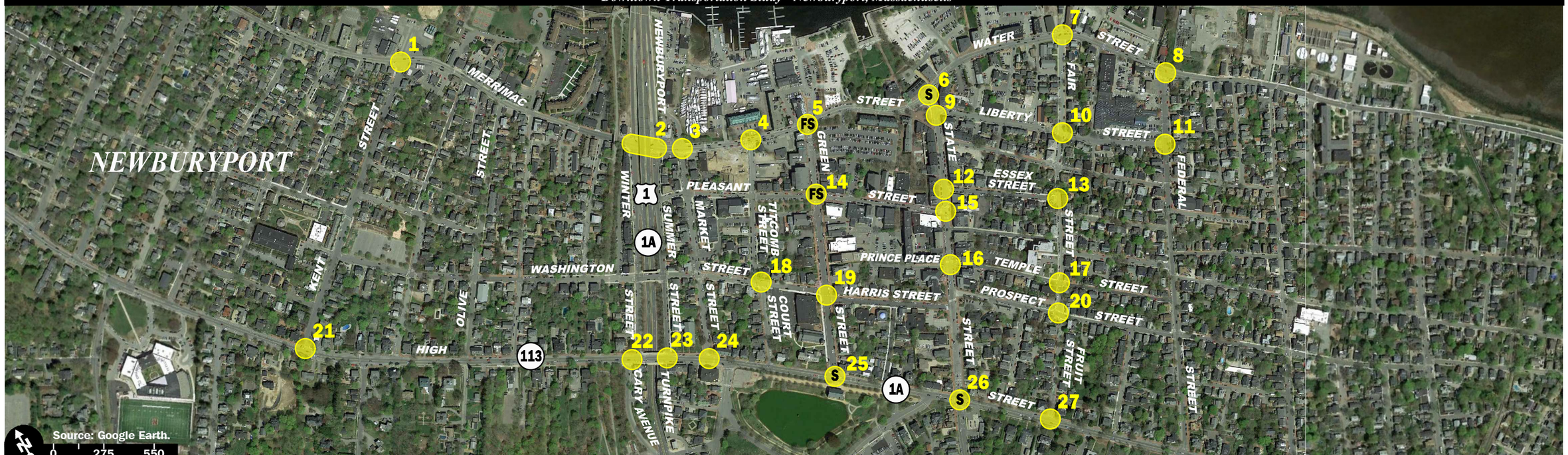
Figure 9

2028 Design-Year Weekday Morning Peak Hour Traffic Volumes

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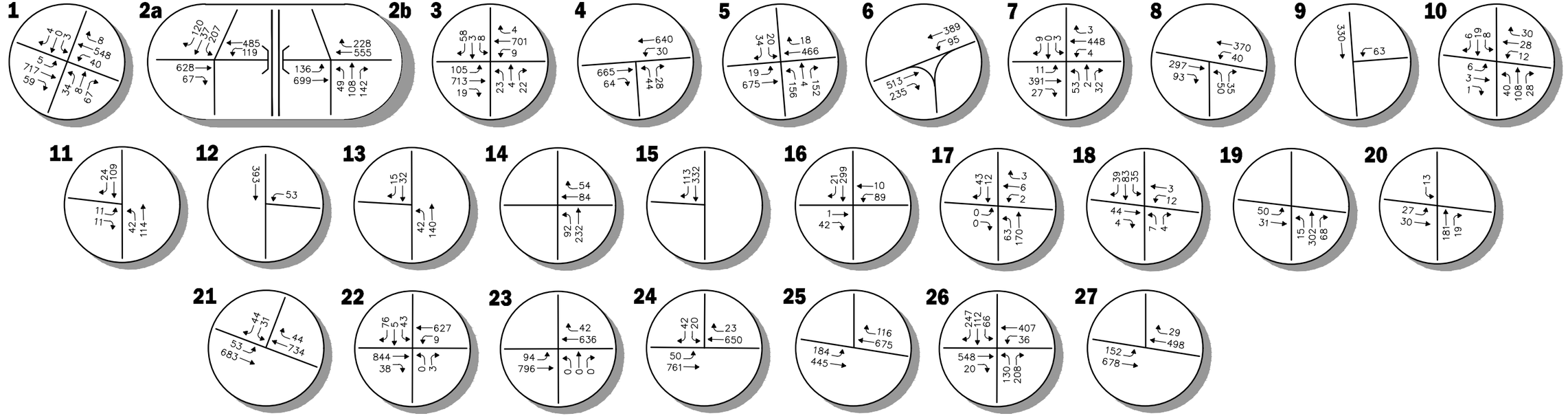


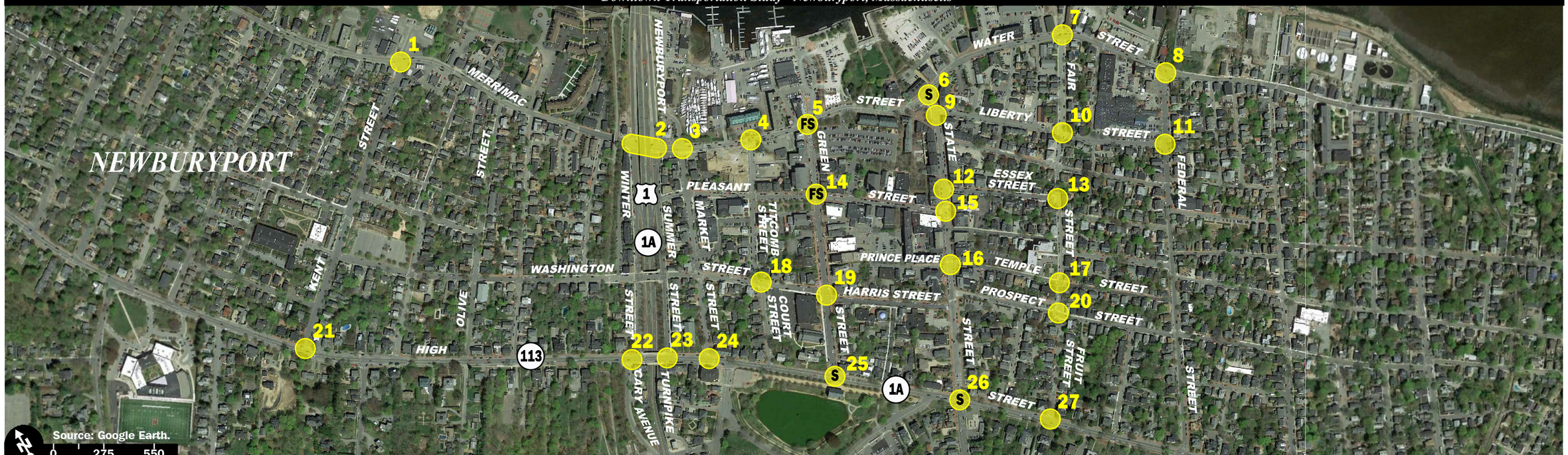
Figure 10

2028 Design-Year
Weekday Evening
Peak Hour Traffic Volumes

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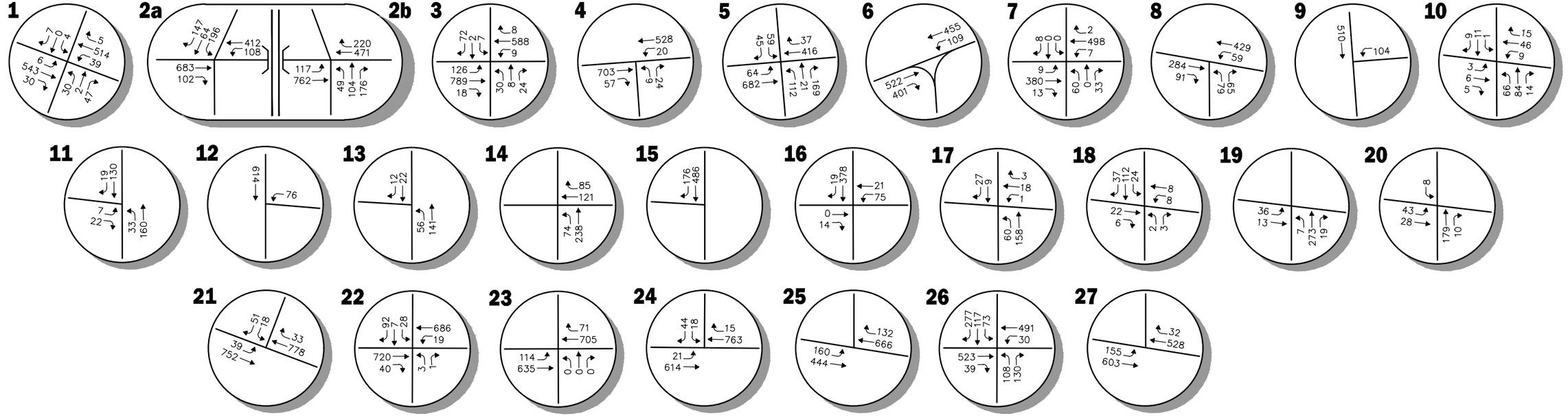


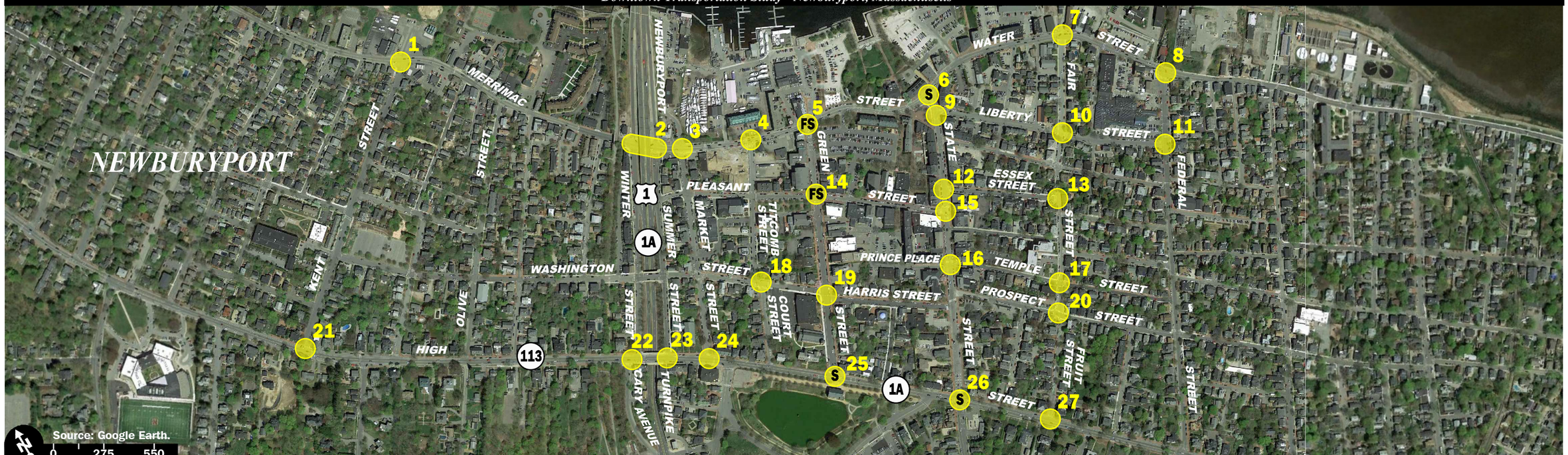
Figure 11

2028 Design-Year
Saturday Midday
Peak Hour Traffic Volumes

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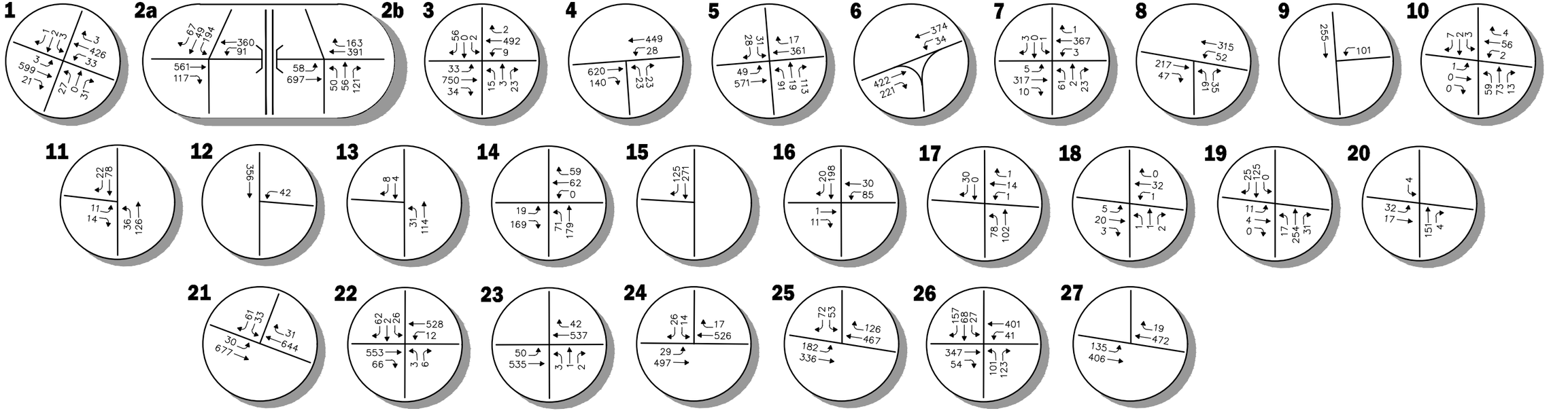


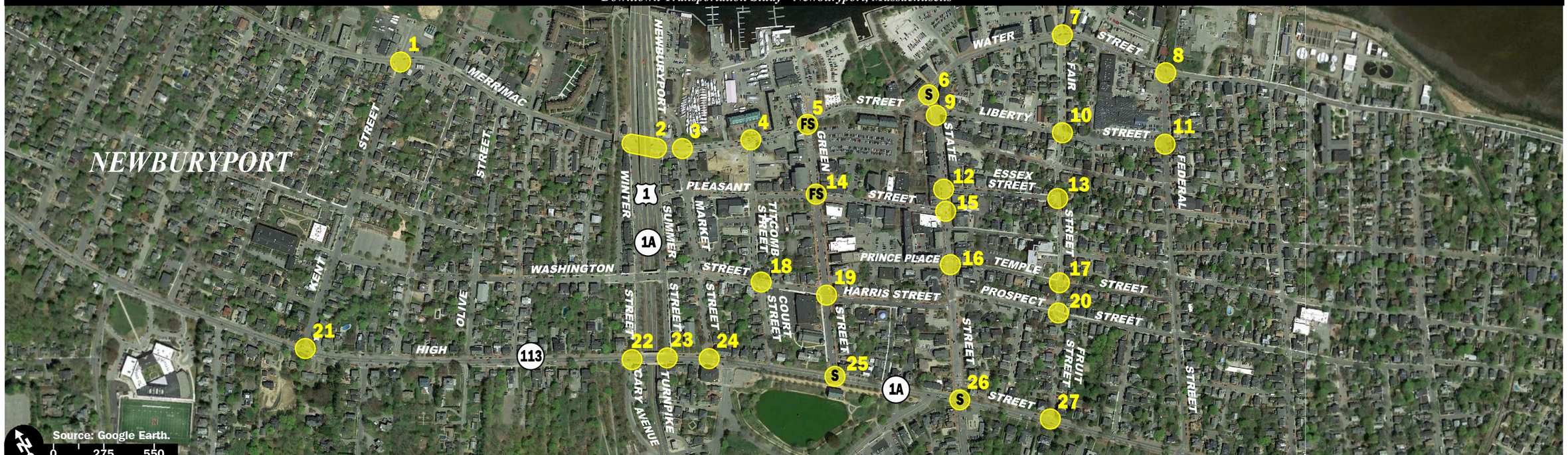
Figure 12

2028 Design-Year
with Roadway Circulation Changes
Weekday Morning
Peak Hour Traffic Volumes

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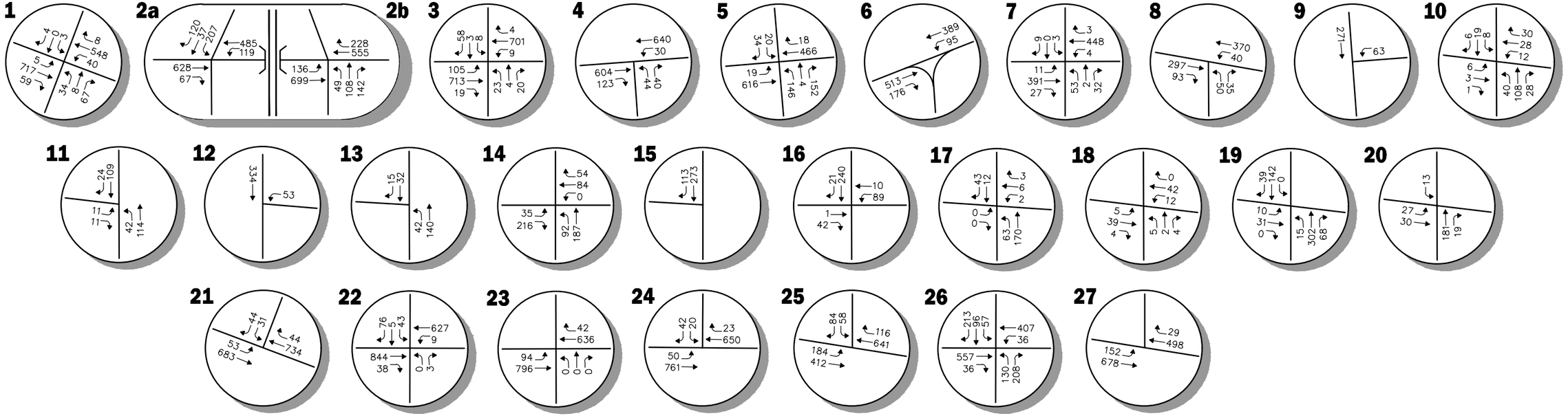


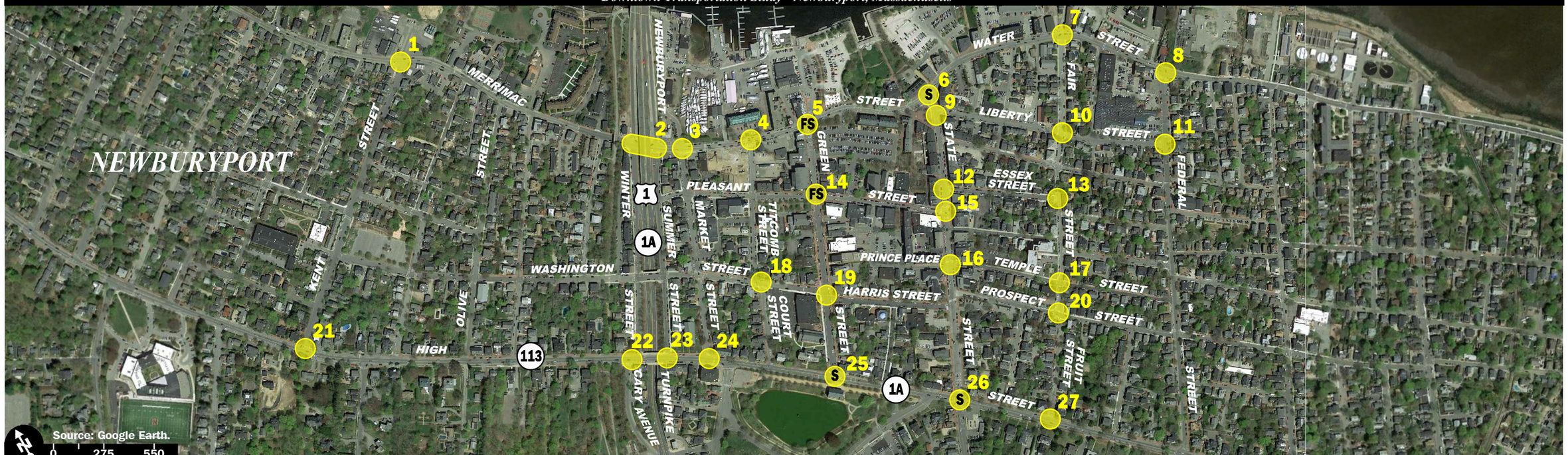
Figure 13

2028 Design-Year
with Roadway Circulation Changes
Weekday Evening
Peak Hour Traffic Volumes

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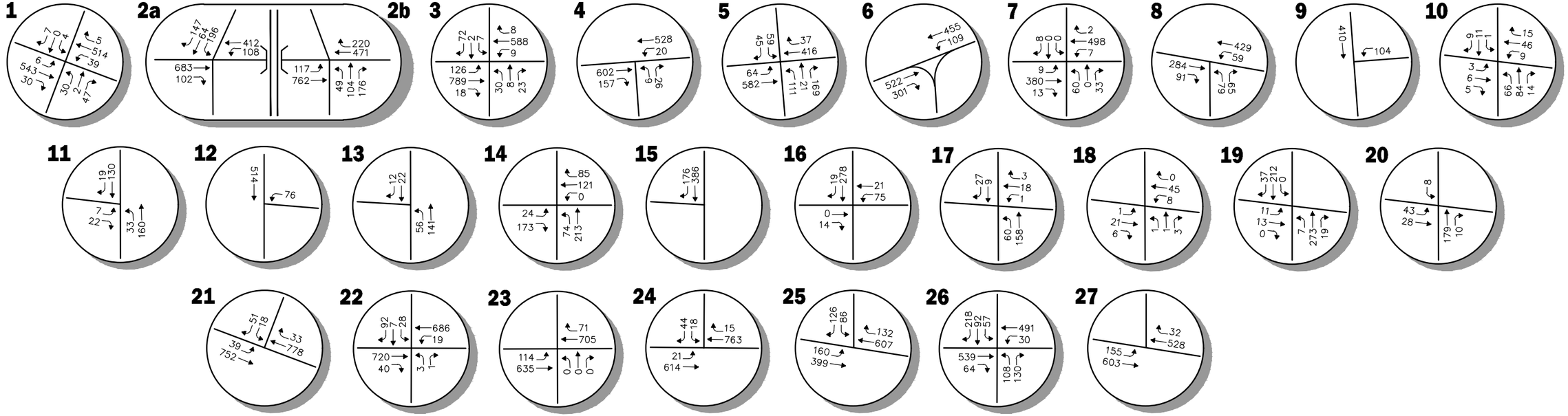


Figure 14

2028 Design-Year
with Roadway Circulation Changes
Saturday Midday
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.
Transportation Engineers & Planners

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based on the analysis methodologies and procedures presented in the 2010 *Highway Capacity Manual* (HCM)[3] for signalized and unsignalized intersections, was used to complete the level-of-service and vehicle queue analyses.

Analysis Results

The results of the intersection capacity and vehicle queue analyses for the study intersections are summarized in Tables 1 and 2, with the detailed analysis results presented in the Appendix.

Signalized Intersections (Table 1)

The signalized study intersections were shown to operate at an overall LOS D or better during the peak hours under all analysis conditions, with ***improvements in operating conditions for specific movements predicted to occur at the Merrimac Street/Green Street, High Street/Green Street and High Street/ State Street intersections with the traffic circulation changes recommended by TSAC.***

Unsignalized Intersections (Table 2)

Under 2018 Existing conditions, one or more movements at the unsignalized intersections along Merrimac Street and High Street were identified to be operating at or over capacity (defined as LOS "E" or "F", respectively) as a result of the relatively large volume of conflicting traffic along these roadways during the summer months.

Under 2028 Design-Year conditions with or without the traffic circulation changes recommended by TSAC, one or more movements at the unsignalized intersections along Merrimac Street and High Street are predicted to continue to operate at or over capacity, with ***no noted degradation or material improvement in operating conditions identified to occur as a result of the implementation of the traffic circulation changes. That being said, the traffic circulation changes will improve access and circulation within discrete City blocks that are not directly quantifiable by the traffic operations analyses.***

[3] *Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2010.

Table 1
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/ Peak-hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	V/C[a]	Delay[b]	LOS[c]	Queue[d] 50th/95th	V/C	Delay	LOS	Queue 50th/95th	V/C	Delay	LOS	Queue 50th/95th
5. Merrimac Street at Green Street and Driveway												
Weekday Morning:												
Merrimac Street EB LT/TH					0.92	31.6	C	11/30	0.78	19.1	B	8/24
Merrimac Street WB TH/RT					0.43	11.7	B	4/10	0.43	11.6	B	4/10
Green Street NB LT					0.51	32.7	C	2/4	0.49	32.3	C	2/4
Green Street NB TH/RT					0.20	30.0	C	1/2	0.20	29.9	C	1/2
Driveway SB LT/RT					0.05	33.1	C	0/0	0.05	33.0	C	0/0
Overall					--	**26.5**	**C**	--	--	**20.1**	**C**	--
Weekday Evening:												
Merrimac Street EB LT/TH					0.93	34.6	C	9/27	0.85	24.5	C	8/24
Merrimac Street WB TH/RT					0.68	16.8	B	6/16	0.68	16.6	B	6/16
Green Street NB LT					0.65	33.0	C	3/8	0.62	31.4	C	2/7
Green Street NB TH/RT					0.12	25.4	C	0/3	0.12	25.6	C	0/3
Driveway SB LT/RT					0.06	29.0	C	0/0	0.06	29.1	C	0/0
Overall					--	**27.5**	**C**	--	--	**22.9**	**C**	--
Saturday Midday:												
Merrimac Street EB LT/TH					0.99	49.5	D	25/32	0.87	27.5	C	17/26
Merrimac Street WB TH/RT					0.49	13.4	B	8/12	0.49	13.3	B	8/12
Green Street NB LT					0.72	52.0	D	4/7	0.71	52.0	D	4/6
Green Street NB TH/RT					0.27	38.8	D	1/3	0.28	38.9	D	1/3
Driveway SB LT/RT					0.07	39.9	D	0/2	0.07	39.8	D	0/2
Overall					--	**38.2**	**D**	--	--	**27.8**	**C**	--
6. Merrimac Street and Water Street at State Street												
Weekday Morning:												
Merrimac Street EB TH	0.58	10.9	B	3/5	0.61	11.1	B	3/6	0.63	11.4	B	3/6
Merrimac Street EB RT	0.19	8.2	A	0/1	0.21	8.2	A	0/1	0.16	7.8	A	0/1
Water Street WB LT	0.13	8.1	A	0/1	0.14	8.1	A	0/1	0.15	7.9	A	0/1
Water Street WB TH	0.54	10.3	B	3/4	0.59	10.6	B	3/5	0.60	10.9	B	3/5
Overall	--	**9.9**	**A**	--	--	**10.0**	**B**	--	--	**10.3**	**B**	--
Weekday Evening:												
Merrimac Street EB TH	0.65	11.7	B	4/6	0.69	12.1	B	4/7	0.70	12.4	B	4/7
Merrimac Street EB RT	0.14	7.6	A	0/1	0.17	7.3	A	0/1	0.13	7.1	A	0/1
Water Street WB LT	0.34	9.0	A	1/2	0.40	9.2	A	1/2	0.41	9.3	A	1/2
Water Street WB TH	0.44	9.0	A	2/4	0.49	9.0	A	3/5	0.49	9.0	A	3/5
Overall	--	**9.9**	**A**	--	--	**10.0**	**B**	--	--	**10.3**	**B**	--
Saturday Midday:												
Merrimac Street EB TH	0.64	11.0	B	4/6	0.69	11.8	B	4/7	0.70	11.9	B	5/7
Merrimac Street EB RT	0.27	7.8	A	0/1	0.31	7.8	A	0/1	0.23	7.2	A	0/1
Water Street WB LT	0.41	9.2	A	1/2	0.50	9.8	A	1/2	0.51	10.1	B	1/3
Water Street WB TH	0.51	9.2	A	3/5	0.58	9.7	A	4/6	0.59	9.8	A	4/6
Overall	--	**9.4**	**A**	--	--	**9.8**	**A**	--	--	**10.1**	**B**	--

See Unsignalized Intersection Analysis (Table 2)

See notes at end of table.

Table 1 (continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/ Peak-hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	V/C[a]	Delay[b]	LOS[c]	Queue[d] 50th/95th	V/C	Delay	LOS	Queue 50th/95th	V/C	Delay	LOS	Queue 50th/95th
25. High Street at Green Street												
Weekday Morning:												
High Street EB LT	0.80	27.6	C	2/5	0.95	56.8	E	2/7	0.60	11.9	B	2/8
High Street EB TH	0.47	9.0	A	3/4	0.48	9.0	A	3/5	0.38	7.9	A	3/8
High Street WB TH	0.68	12.0	B	3/5	0.71	12.4	B	5/7	0.54	9.2	A	5/11
High Street WB RT	0.08	7.1	A	0/1	0.10	7.1	B	0/1	0.12	6.5	A	0/2
Green Street SB LT/RT	--	--	--	--	--	--	--	--	0.39	28.5	C	1/3
Overall	--	**12.9**	**B**	--	--	**17.4**	**B**	--	--	**10.8**	**B**	--
Weekday Evening:												
High Street EB LT	0.83	34.9	C	2/6	0.98	71.9	E	2/7	0.70	18.1	B	2/8
High Street EB TH	0.48	8.7	A	3/5	0.50	8.7	A	3/5	0.41	8.6	A	3/8
High Street WB TH	0.73	12.9	B	5/8	0.75	13.2	B	6/10	0.64	11.3	B	6/15
High Street WB RT	0.06	6.7	A	0/1	0.08	6.7	A	0/1	0.10	6.8	A	0/2
Green Street SB LT/RT	--	--	--	--	--	--	--	--	0.43	29.7	C	1/4
Overall	--	**14.0**	**B**	--	--	**18.7**	**B**	--	--	**12.9**	**B**	--
Saturday Midday:												
High Street EB LT	0.83	34.4	C	2/5	0.98	71.3	E	2/7	0.75	24.2	C	2/8
High Street EB TH	0.51	8.9	A	3/5	0.53	8.9	A	4/6	0.45	10.1	B	4/9
High Street WB TH	0.75	13.5	B	6/9	0.77	13.8	B	6/11	0.67	13.3	B	7/17
High Street WB RT	0.07	6.5	A	0/1	0.09	6.5	A	0/1	0.12	7.9	A	1/2
Green Street SB LT/RT	--	--	--	--	--	--	--	--	0.63	33.1	C	3/6
Overall	--	**13.9**	**B**	--	--	**18.1**	**B**	--	--	**15.9**	**B**	--

See notes at end of table.

Table 1 (continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/ Peak-hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	V/C[a]	Delay[b]	LOS[c]	Queue[d] 50th/95th	V/C	Delay	LOS	Queue 50th/95th	V/C	Delay	LOS	Queue 50th/95th
26. High Street at State Street												
Weekday Morning:												
High Street EB TH	0.58	20.3	C	4/10	0.60	20.5	C	5/11	0.60	20.0	B	5/12
High Street EB RT	0.08	15.7	B	1/2	0.08	15.7	B	1/2	0.13	15.3	B	1/3
High Street WB LT	0.23	17.0	B	1/2	0.25	17.1	B	1/2	0.25	16.5	B	1/2
High Street WB TH	0.78	26.8	C	6/12	0.81	28.8	C	7/15	0.80	27.0	C	7/15
State Street NB LT	0.40	26.5	C	2/4	0.46	28.9	C	2/4	0.45	28.2	C	2/4
State Street NB RT	0.54	28.6	C	2/5	0.63	33.4	C	3/6	0.61	32.2	C	2/6
State Street SB LT	0.07	22.4	C	1/2	0.10	24.3	C	1/2	0.08	24.5	C	1/2
State Street SB TH	0.24	23.4	C	1/4	0.27	25.4	C	2/4	0.22	25.4	C	1/3
State Street SB RT	0.58	27.2	C	3/7	0.66	31.9	C	3/8	0.55	28.6	C	3/6
Overall	--	**24.6**	**C**	--	--	**26.7**	**C**	--	--	**25.1**	**C**	--
Weekday Evening:												
High Street EB TH	0.84	33.5	C	7/19	0.90	39.5	D	8/22	0.87	35.3	D	8/21
High Street EB RT	0.04	17.2	B	1/1	0.04	17.0	B	1/1	0.07	16.9	B	1/2
High Street WB LT	0.44	23.1	C	1/2	0.49	24.4	C	1/3	0.49	24.0	C	1/3
High Street WB TH	0.72	26.2	C	6/12	0.79	29.7	C	7/15	0.78	28.7	C	7/15
State Street NB LT	0.47	28.1	C	3/5	0.51	30.3	C	3/5	0.53	29.8	C	3/5
State Street NB RT	0.84	47.6	D	4/9	0.96	73.3	E	5/10	0.95	70.2	E	5/10
State Street SB LT	0.14	25.1	C	1/2	0.19	26.2	C	1/3	0.17	26.3	C	1/3
State Street SB TH	0.32	26.4	C	2/4	0.35	27.3	C	2/5	0.21	27.3	C	2/4
State Street SB RT	0.76	37.6	D	4/10	0.83	45.4	D	5/12	0.75	38.7	D	4/10
Overall	--	**32.8**	**C**	--	--	**40.0**	**D**	--	--	**37.2**	**D**	--
Saturday Midday:												
High Street EB TH	0.81	29.7	C	7/19	0.87	35.3	D	8/22	0.87	33.4	C	8/23
High Street EB RT	0.07	16.3	B	1/2	0.08	16.5	B	1/2	0.13	15.9	B	1/3
High Street WB LT	0.32	19.6	B	1/2	0.40	21.6	C	1/2	0.40	20.4	C	1/2
High Street WB TH	0.81	29.4	C	7/16	0.91	40.3	D	9/20	0.88	34.8	C	8/20
State Street NB LT	0.45	28.9	C	2/4	0.50	30.9	C	2/5	0.48	29.7	C	2/5
State Street NB RT	0.60	32.6	C	3/5	0.68	38.1	D	3/6	0.66	35.7	D	3/6
State Street SB LT	0.12	23.3	C	1/2	0.17	24.5	C	1/3	0.15	25.1	C	1/3
State Street SB TH	0.27	24.3	C	2/4	0.30	25.4	C	2/5	0.26	25.8	C	2/4
State Street SB RT	0.71	32.6	C	4/10	0.77	37.6	D	5/12	0.68	33.2	C	3/8
Overall	--	**29.3**	**C**	--	--	**35.4**	**D**	--	--	**32.2**	**C**	--

[a]Volume-to-capacity ratio.
[b]Percentile delay per vehicle in seconds.
[c]Level-of-Service.
[d]Queue length in vehicles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

Table 2
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue 95th[d]	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
1. Merrimac Street at Kent Street												
Weekday Morning:												
Merrimac Street EB LT/TH/RT	548	0.0	A	0	623	0.0	A	0	623	0.0	A	0
Merrimac Street WB LT/TH/RT	390	0.7	A	0	462	0.7	A	0	462	0.7	A	0
Kent Street NB LT/TH/RT	52	22.6	C	1	58	30.7	D	2	58	30.7	D	2
Driveway SB LT/TH/RT	6	23.4	C	0	6	29.5	D	0	6	29.5	D	0
Weekday Evening:												
Merrimac Street EB LT/TH/RT	669	0.1	A	0	781	0.1	A	0	781	0.1	A	0
Merrimac Street WB LT/TH/RT	478	0.7	A	0	596	0.7	A	0	596	0.7	A	0
Kent Street NB LT/TH/RT	100	35.2	E	2	109	>50.0	F	5	109	>50.0	F	5
Driveway SB LT/TH/RT	7	26.7	D	1	7	42.4	E	1	7	42.4	E	1
Saturday Midday:												
Merrimac Street EB LT/TH/RT	467	0.1	A	0	579	0.1	A	0	579	0.1	A	0
Merrimac Street WB LT/TH/RT	460	0.6	A	0	558	0.6	A	0	558	0.6	A	0
Kent Street NB LT/TH/RT	77	20.8	C	2	84	32.1	D	2	84	32.1	D	2
Driveway SB LT/TH/RT	11	17.1	C	0	11	22.2	C	0	11	22.2	C	0
2a. Merrimac Street at the Route 1 Southbound Off-Ramp and Winter Street												
Weekday Morning:												
Merrimac Street EB TH/RT	603	0.0	A	0	678	0.0	A	0	678	0.0	A	0
Merrimac Street WB LT/TH	351	1.5	A	1	451	2.1	A	1	451	2.1	A	1
Route 1 Southbound Off-Ramp SB LT	171	>50.0	F	8	194	>50.0	F	16	194	>50.0	F	16
Route 1 Southbound Off-Ramp SB TH/RT	105	11.6	B	1	116	12.7	B	1	116	12.7	B	1
Weekday Evening:												
Merrimac Street EB TH/RT	591	0.0	A	0	695	0.0	A	0	695	0.0	A	0
Merrimac Street WB LT/TH	487	1.6	A	1	604	2.0	A	1	604	2.0	A	1
Route 1 Southbound Off-Ramp SB LT	176	>50.0	F	11	207	>50.0	F	21	207	>50.0	F	21
Route 1 Southbound Off-Ramp SB TH/RT	143	13.0	B	1	157	14.8	B	2	157	14.8	B	2
Saturday Midday:												
Merrimac Street EB TH/RT	653	0.0	A	0	785	0.0	A	0	785	0.0	A	0
Merrimac Street WB LT/TH	395	1.6	A	1	520	2.2	A	1	520	2.2	A	1
Route 1 Southbound Off-Ramp SB LT	159	>50.0	F	7	196	>50.0	F	18	196	>50.0	F	18
Route 1 Southbound Off-Ramp SB TH/RT	211	13.0	B	2	211	14.7	B	2	211	14.7	B	2

See notes at end of table.

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th
2b. Merrimac Street at Summer Street and the Route 1 Northbound On-Ramp												
Weekday Morning:												
Merrimac Street EB LT	53	8.7	A	0	58	9.2	A	1	58	9.2	A	1
Merrimac Street EB TH	610	0.0	A	0	697	0.0	A	0	697	0.0	A	0
Merrimac Street WB TH/RT	444	0.0	A	0	554	0.0	A	0	554	0.0	A	0
Summer Street NB LT	45	42.2	E	2	50	>50.0	F	3	50	>50.0	F	3
Summer Street NB TH	33	42.2	E	2	56	>50.0	F	3	56	>50.0	F	3
Summer Street NB RT	99	18.5	C	2	121	24.2	C	2	121	24.2	C	2
Weekday Evening:												
Merrimac Street EB LT	123	10.0	A	1	136	11.2	B	1	136	11.2	B	1
Merrimac Street EB TH	583	0.0	A	0	699	0.0	A	0	699	0.0	A	0
Merrimac Street WB TH/RT	637	0.0	A	0	783	0.0	A	0	783	0.0	A	0
Summer Street NB LT	44	>50.0	F	2	49	>50.0	F	4	49	>50.0	F	4
Summer Street NB TH	98	>50.0	F	2	108	>50.0	F	4	108	>50.0	F	4
Summer Street NB RT	97	15.1	C	1	142	20.1	C	2	142	20.1	C	2
Saturday Midday:												
Merrimac Street EB LT	106	9.3	A	1	117	10.3	B	1	117	10.3	B	1
Merrimac Street EB TH	614	0.0	A	0	762	0.0	A	0	762	0.0	A	0
Merrimac Street WB TH/RT	536	0.0	A	0	691	0.0	A	0	691	0.0	A	0
Summer Street NB LT	44	49.6	E	2	49	>50.0	F	3	49	>50.0	F	3
Summer Street NB TH	94	49.6	E	2	104	>50.0	F	3	104	>50.0	F	3
Summer Street NB RT	122	16.6	C	1	176	26.1	D	3	176	26.1	D	3
3. Merrimac Street at Market Street and the Tournament Wharf												
Weekday Morning:												
Merrimac Street EB LT/TH/RT	709	0.1	A	0	817	0.4	A	0	817	0.4	A	0
Merrimac Street WB LT/TH/RT	429	0.2	A	0	503	0.2	A	0	503	0.2	A	0
Market Street NB LT/TH/RT	38	36.8	E	2	42	>50.0	F	3	41	>50.0	F	3
Tournament Wharf SB LT/TH/RT	11	11.4	B	0	58	16.6	C	1	58	16.6	C	1
Weekday Evening:												
Merrimac Street EB LT/TH/RT	680	0.6	A	0	837	1.3	A	1	837	1.3	A	1
Merrimac Street WB LT/TH/RT	611	0.1	A	0	714	0.1	A	0	714	0.1	A	0
Market Street NB LT/TH/RT	44	>50.0	F	2	49	>50.0	F	7	47	>50.0	F	7
Tournament Wharf SB LT/TH/RT	23	25.8	C	1	69	>50.0	F	4	69	>50.0	F	4
Saturday Midday:												
Merrimac Street EB LT/TH/RT	736	0.6	A	0	933	1.2	A	1	933	1.2	A	1
Merrimac Street WB LT/TH/RT	506	0.1	A	0	605	0.1	A	0	605	0.1	A	0
Market Street NB LT/TH/RT	54	>50.0	F	2	62	>50.0	F	7	61	>50.0	F	7
Tournament Wharf SB LT/TH/RT	20	15.1	C	0	81	36.2	E	2	81	36.2	E	2

See notes at end of table.

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th
4. Merrimac Street at Titcomb Street												
Weekday Morning:												
Merrimac Street EB TH/RT	675	0.0	A	0	761	0.0	A	0	760	0.0	A	0
Merrimac Street WB LT/TH	420	0.4	A	0	477	0.6	A	0	477	0.6	A	0
Titcomb Street NB LT/ RT	26	23.8	C	1	40	33.2	D	1	46	30.3	D	2
Weekday Evening:												
Merrimac Street EB TH/RT	632	0.0	A	0	729	0.0	A	0	727	0.0	A	0
Merrimac Street WB LT/TH	593	0.3	A	0	670	0.4	A	0	670	0.4	A	0
Titcomb Street NB LT/ RT	29	27.2	D	1	72	>50.0	F	3	84	46.8	E	3
Saturday Midday:												
Merrimac Street EB TH/RT	692	0.0	A	0	760	0.0	A	0	759	0.0	A	0
Merrimac Street WB LT/TH	483	0.2	A	0	548	0.3	A	0	548	0.3	A	0
Titcomb Street NB LT/RT	32	25.5	D	1	73	41.3	E	3	75	36.6	E	2
5. Merrimac Street at Green Street												
Weekday Morning:												
Merrimac Street EB LT/TH	618	0.9	A	1								
Merrimac Street WB TH/RT	640	0.0	A	0								
Green Street NB LT	81	29.0	D	2								
Green Street NB RT	130	17.6	C	2								
Driveway SB LT/RT	72	28.8	D	2								
Weekday Evening:												
Merrimac Street EB LT/TH	599	0.4	A	0	See Signalized Intersection Analysis (Table 1)				See Signalized Intersection Analysis (Table 1)			
Merrimac Street WB TH/RT	441	0.0	A	0								
Green Street NB LT	128	>50.0	F	4								
Green Street NB RT	155	17.3	C	2								
Driveway SB LT/RT	83	24.2	C	2								
Saturday Midday:												
Merrimac Street EB LT/TH	642	1.1	A	1								
Merrimac Street WB TH/RT	395	0.0	A	0								
Green Street NB LT	81	36.5	E	3								
Green Street NB RT	188	24.4	C	4								
Driveway SB LT/RT	133	>50.0	F	6								

See notes at end of table

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
7. Water Street at Fair Street												
Weekday Morning:												
Water Street EB LT/TH/RT	289	0.1	A	0	332	0.1	A	0	332	0.1	A	0
Water Street WB LT/TH/RT	318	0.1	A	0	371	0.1	A	0	371	0.1	A	0
Fair Street NB LT/TH/RT	78	17.5	C	1	86	21.4	C	2	86	21.4	C	2
Private driveway SB LT/TH/RT	4	12.1	B	0	4	13.1	B	0	4	13.1	B	0
Weekday Evening:												
Water Street EB LT/TH/RT	368	0.2	A	0	429	0.2	A	0	429	0.2	A	0
Water Street WB LT/TH/RT	380	0.1	A	0	455	0.1	A	0	455	0.1	A	0
Fair Street NB LT/TH/RT	79	18.2	C	1	87	23.5	C	2	87	23.5	C	2
Private Driveway SB LT/TH/RT	12	12.7	B	0	12	14.2	B	0	12	14.2	B	0
Saturday Midday:												
Water Street EB LT/TH/RT	342	0.2	A	0	402	0.2	A	0	402	0.2	A	0
Water Street WB LT/TH/RT	415	0.1	A	0	507	0.1	A	0	507	0.1	A	0
Fair Street NB LT/TH/RT	84	19.1	C	2	93	26.3	D	2	93	26.3	D	2
Private Driveway SB LT/TH/RT	8	10.9	B	0	8	11.7	B	0	8	11.7	B	0
8. Water Street at Federal Street												
Weekday Morning:												
Water Street EB TH/RT	237	0.0	A	0	264	0.0	A	0	264	0.0	A	0
Water Street WB LT/TH	314	1.2	A	0	367	1.2	A	0	367	1.2	A	0
Federal Street NB LT/ RT	87	15.2	C	1	96	17.6	C	2	96	17.6	C	2
Weekday Evening:												
Water Street EB TH/RT	332	0.0	A	0	390	0.0	A	0	390	0.0	A	0
Water Street WB LT/TH	338	0.9	A	0	410	0.9	A	0	410	0.9	A	0
Federal Street NB LT/ RT	77	14.4	B	1	85	17.0	C	1	85	17.0	C	1
Saturday Midday:												
Water Street EB TH/RT	316	0.0	A	0	375	0.0	A	0	375	0.0	A	0
Water Street WB LT/TH	397	1.1	A	0	488	1.1	A	0	488	1.1	A	0
Federal Street NB LT/ RT	131	18.2	C	2	144	25.0	D	3	144	25.0	D	3

See notes at end of table.

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue 95th[d]	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
9. State Street at Liberty Street												
Weekday Morning:												
Liberty Street WB LT	91	10.1	B	1	101	10.3	B	1	101	10.1	B	1
State Street SB TH	291	0.0	A	0	329	0.0	A	0	255	0.0	A	0
Weekday Evening:												
Liberty Street WB LT	57	9.9	A	1	63	10.1	B	1	63	9.9	A	1
State Street SB TH	286	0.0	A	0	330	0.0	A	0	271	0.0	A	0
Saturday Midday:												
Liberty Street WB LT	94	11.0	B	1	104	11.6	B	1	104	11.0	B	1
State Street SB TH	444	0.0	A	0	510	0.0	A	0	410	0.0	A	0
10. Fair Street at Liberty Street												
Weekday Morning:												
Liberty Street EB LT/TH/RT	1	10.3	B	0	1	11.0	B	0	1	11.0	B	0
Liberty Street WB LT/TH/RT	57	10.5	B	1	62	11.2	B	1	62	11.2	B	1
Fair Street NB LT/TH/RT	113	2.3	A	0	145	3.0	A	0	145	3.0	A	0
Fair Street SB LT/TH/RT	11	2.3	A	0	12	2.3	A	0	12	2.3	A	0
Weekday Evening:												
Liberty Street EB LT/TH/RT	9	11.0	B	0	10	11.7	B	0	10	11.7	B	0
Liberty Street WB LT/TH/RT	63	10.6	B	1	70	11.1	B	1	70	11.1	B	1
Fair Street NB LT/TH/RT	139	1.9	A	0	176	1.9	A	0	176	1.9	A	0
Fair Street SB LT/TH/RT	29	1.8	A	0	33	1.8	A	0	33	1.8	A	0
Saturday Midday:												
Liberty Street EB LT/TH/RT	11	10.4	B	0	14	10.4	B	0	14	10.4	B	0
Liberty Street WB LT/TH/RT	64	11.2	B	1	70	11.6	B	1	70	11.6	B	1
Fair Street NB LT/TH/RT	149	3.0	A	0	164	3.0	A	0	164	3.0	A	0
Fair Street SB LT/TH/RT	19	0.4	A	0	21	0.4	A	0	21	0.4	A	0
11. Federal Street at Liberty Street												
Weekday Morning:												
Liberty Street EB LT/RT	23	9.3	A	0	25	10.3	B	0	25	10.3	B	0
Federal Street NB LT/TH	147	1.7	A	0	182	2.3	A	0	182	2.3	A	0
Federal Street SB TH/RT	91	0.0	A	0	100	0.0	A	0	100	0.0	A	0
Weekday Evening:												
Liberty Street EB LT/RT	20	10.0	A	0	22	10.2	B	0	22	10.2	B	0
Federal Street NB LT/TH	141	2.0	A	0	156	2.1	A	0	156	2.1	A	0
Federal Street SB TH/RT	121	0.0	A	0	133	0.0	A	0	133	0.0	A	0
Saturday Midday:												
Liberty Street EB LT/RT	26	9.6	A	0	29	9.8	A	0	29	9.8	A	0
Federal Street NB LT/TH	175	1.3	A	0	193	1.3	A	0	193	1.3	A	0
Federal Street SB TH/RT	135	0.0	A	1	149	0.0	A	0	149	0.0	A	0

See notes at end of table.

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue 95th[d]	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
12. State Street at Essex Street												
Weekday Morning:												
Essex Street WB LT	37	10.0	A	0	42	10.2	B	1	42	9.9	A	1
State Street SB TH	382	0.0	A	0	430	0.0	A	0	356	0.0	A	0
Weekday Evening:												
Essex Street WB LT	48	10.0	A	0	53	10.2	B	1	53	10.1	B	1
State Street SB TH	343	0.0	A	0	393	0.0	A	0	334	0.0	A	0
Saturday Midday:												
Essex Street WB LT	69	10.8	B	1	76	11.4	B	1	76	10.9	B	1
State Street SB TH	514	0.0	A	0	614	0.0	A	0	514	0.0	A	0
13. Fair Street at Essex Street												
Weekday Morning:												
Fair Street NB LT/TH	130	1.5	A	0	145	1.6	A	0	145	1.6	B	0
Fair Street SB TH/RT	11	0.0	A	0	12	0.0	A	0	12	0.0	A	0
Weekday Evening:												
Fair Street NB LT/TH	165	1.7	A	0	182	1.7	A	0	182	1.7	A	0
Fair Street SB TH/RT	43	0.0	A	0	47	0.0	A	0	47	0.0	A	0
Saturday Midday:												
Fair Street NB LT/TH	179	2.1	A	0	197	2.1	A	0	197	2.1	A	0
Fair Street SB TH/RT	31	0.0	A	0	34	0.0	A	0	34	0.0	A	0
14. Green Street at Pleasant Street												
Weekday Morning:												
Pleasant Street EB LT/RT	--	--	--	--	--	--	--	--	188	10.1	B	1
Pleasant Street WB LT/TH/RT	108	9.5	A	1	121	9.6	A	1	121	11.6	B	1
Green Street NB LT/TH	238	0.0	A	0	274	0.0	A	0	250	2.3	A	0
Weekday Evening:												
Pleasant Street EB LT/RT	--	--	--	--	--	--	--	--	251	11.4	B	2
Pleasant Street WB LT/TH/RT	125	9.6	A	1	138	9.9	A	1	138	13.4	B	1
Green Street NB LT/TH	279	0.0	A	0	324	0.0	A	0	279	2.8	A	0
Saturday Midday:												
Pleasant Street EB LT/RT	--	--	--	--	--	--	--	--	197	11.5	B	1
Pleasant Street WB LT/TH/RT	187	10.3	B	1	206	10.8	B	1	206	16.5	C	3
Green Street NB LT/TH	260	0.0	A	0	312	0.0	A	0	287	2.3	A	0

See notes at end of table.

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
15. State Street at Pleasant Street												
Weekday Morning:												
State Street SB TH/RT	417	0.0	A	0	470	0.0	A	0	396	0.0	A	0
Weekday Evening:												
State Street SB TH/RT	390	0.0	A	0	445	0.0	A	0	386	0.0	A	0
Saturday Midday:												
State Street SB TH/RT	581	0.0	A	0	662	0.0	A	0	562	0.0	A	0
16. State Street at Temple Street and Prince Place												
Weekday Morning:												
Prince Place EB TH/RT	11	9.4	A	0	12	9.5	A	0	12	9.3	A	0
Temple Street WB LT/TH	104	10.5	B	1	115	10.9	B	1	115	10.4	B	1
State Street SB TH/ RT	257	0.0	A	0	292	0.0	A	0	218	0.0	A	0
Weekday Evening:												
Prince Place EB TH/RT	39	9.5	A	0	43	9.7	A	1	43	9.5	A	1
Temple Street WB LT/TH	90	10.6	B	1	99	11.1	B	1	99	10.7	B	1
State Street SB TH/ RT	277	0.0	A	0	320	0.0	A	0	261	0.0	A	0
Saturday Midday:												
Prince Place EB TH/RT	13	9.4	A	0	14	9.6	A	0	14	9.2	A	0
Temple Street WB LT/TH	87	10.9	B	1	96	11.4	B	1	96	10.7	B	1
State Street SB TH/ RT	341	0.0	A	0	397	0.0	A	0	297	0.0	A	0
17. Fair Street at Temple Street												
Weekday Morning:												
Temple Street WB LT/TH/RT	15	7.5	A	0	16	7.5	A	0	16	7.5	A	0
Fair Street NB LT/TH	162	8.1	A	1	180	8.3	A	1	180	8.3	A	1
Fair Street SB TH/RT	27	6.7	A	0	30	6.7	A	0	30	6.7	A	0
Weekday Evening:												
Temple Street WB LT/TH/RT	10	7.6	A	0	11	7.7	A	0	11	7.7	A	0
Fair Street NB LT/TH	212	8.7	A	1	234	9.0	A	2	234	9.0	A	2
Fair Street SB TH/RT	50	7.0	A	0	55	7.1	A	1	55	7.1	A	1
Saturday Midday:												
Temple Street WB LT/TH/RT	20	7.5	A	0	22	7.6	A	0	22	7.6	A	0
Fair Street NB LT/TH	198	8.3	A	1	218	8.5	A	1	218	8.5	A	1
Fair Street SB TH/RT	32	6.9	A	0	36	6.9	A	0	36	6.9	A	0

See notes at end of table.

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue 95th[d]	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
18. Titcomb Street at Court Street and Washington Street												
Weekday Morning:												
Washington Street EB LT/TH/RT	26	0.0	A	0	28	0.0	A	0	28	1.3	A	0
Washington Street WB LT/TH/RT	9	2.4	A	0	10	2.4	A	0	35	0.6	A	0
Court Street NB LT/TH/RT	4	8.9	A	0	4	9.0	A	0	4	8.6	A	0
Titcomb Street SB LT/TH/RT	81	9.5	A	1	95	9.6	A	1	--	--	--	--
Weekday Evening:												
Washington Street EB LT/TH/RT	44	0.0	A	0	48	0.0	A	0	48	0.8	A	0
Washington Street WB LT/TH/RT	14	5.8	A	0	15	5.9	A	0	54	1.6	A	0
Court Street NB LT/TH/RT	10	9.5	A	0	11	9.7	A	0	11	9.1	A	0
Titcomb Street SB LT/TH/RT	128	10.1	B	1	157	10.3	B	1	--	--	--	--
Saturday Midday:												
Washington Street EB LT/TH/RT	25	0.0	A	0	28	0.0	A	0	28	0.3	A	0
Washington Street WB LT/TH/RT	14	3.6	A	0	16	3.6	A	0	53	1.1	A	0
Court Street NB LT/TH/RT	5	9.1	A	0	5	9.2	A	0	5	8.6	A	0
Titcomb Street SB LT/TH/RT	143	10.2	B	1	173	10.4	B	1	--	--	--	--
19. Green Street at Washington Street and Harris Street												
Weekday Morning:												
Washington Street EB LT/TH/RT	36	9.6	A	0	39	9.8	A	0	15	12.0	B	0
Green Street NB LT/TH/RT	263	0.0	A	0	302	0.0	A	0	302	0.4	A	0
Green Street SB LT/TH/RT	--	--	--	--	--	--	--	--	150	0.0	A	0
Weekday Evening:												
Washington Street EB LT/TH/RT	73	10.1	B	1	81	10.4	B	1	41	13.9	B	1
Green Street NB LT/TH/RT	336	0.0	A	0	385	0.0	A	0	385	0.3	A	0
Green Street SB LT/TH/RT	--	--	--	--	--	--	--	--	181	0.0	A	0
Saturday Midday:												
Washington Street EB LT/TH/RT	45	9.7	A	0	49	10.0	B	1	24	13.5	B	0
Green Street NB LT/TH/RT	248	0.0	A	0	299	0.0	A	0	299	0.2	A	0
Green Street SB LT/TH/RT	--	--	--	--	--	--	--	--	249	0.0	A	0

See notes at end of table.

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue 95th[d]	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
20. Fair Street at Fruit Street and Prospect Street												
Weekday Morning:												
Prospect Street EB LT/TH	44	9.7	A	0	49	9.8	A	0	49	9.8	A	0
Fruit Street NB TH /TH	140	0.0	A	0	155	0.0	A	0	155	0.0	A	0
Fair Street SB LT	4	7.5	A	0	4	7.5	A	0	4	7.5	A	0
Weekday Evening:												
Prospect Street EB LT/TH	51	10.3	B	1	57	10.5	B	1	57	10.5	B	1
Fruit Street NB TH /TH	181	0.0	A	0	200	0.0	A	0	200	0.0	A	0
Fair Street SB LT	12	7.7	A	0	13	7.7	A	0	13	7.7	A	0
Saturday Midday:												
Prospect Street EB LT/TH	64	10.0	A	1	71	10.3	B	1	71	10.3	B	1
Fruit Street NB TH /TH	169	0.0	A	0	189	0.0	A	0	189	0.0	A	0
Fair Street SB LT	7	7.6	A	0	8	7.6	A	0	8	7.6	A	0
21. High Street at Kent Street												
Weekday Morning:												
High Street EB LT/TH	631	0.4	A	0	707	0.4	A	0	707	0.4	A	0
High Street WB TH/RT	604	0.0	A	0	675	0.0	A	0	675	0.0	A	0
Kent Street SB LT/RT	85	35.6	E	3	94	>50.0	F	4	94	>50.0	F	4
Weekday Evening:												
High Street EB LT/TH	656	0.7	A	0	736	0.7	A	0	736	0.7	A	0
High Street WB TH/RT	694	0.0	A	0	778	0.0	A	0	778	0.0	A	0
Kent Street SB LT/RT	68	32.9	D	2	75	>50.0	F	3	75	>50.0	F	3
Saturday Midday:												
High Street EB LT/TH	700	0.5	A	0	791	0.5	A	0	791	0.5	A	0
High Street WB TH/RT	720	0.0	A	0	811	0.0	A	0	811	0.0	A	0
Kent Street SB LT/RT	62	31.3	D	2	69	>50.0	F	3	69	>50.0	F	3

See notes at end of table.

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue 95th[d]	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
22. High Street at Winter Street and Cory Avenue												
Weekday Morning:												
High Street EB TH/RT	552	0.0	A	0	619	0.0	A	0	619	0.0	A	0
High Street WB LT/TH	488	0.2	A	0	540	0.2	A	0	540	0.2	A	0
Cory Avenue NB LT/RT	8	20.9	C	0	9	24.3	C	1	9	24.3	C	1
Winter Street SB LT/TH/RT	74	23.6	C	2	90	31.6	D	2	90	31.6	D	2
Weekday Evening:												
High Street EB TH/RT	698	0.0	A	0	882	0.0	A	0	882	0.0	A	0
High Street WB LT/TH	578	0.2	A	0	636	0.1	A	0	636	0.1	A	0
Cory Avenue NB LT/RT	3	13.1	B	0	3	15.4	C	0	3	15.4	C	0
Winter Street SB LT/TH/RT	104	38.1	E	3	124	>50.0	F	6	124	>50.0	F	6
Saturday Midday:												
High Street EB TH/RT	672	0.0	A	0	760	0.0	A	0	760	0.0	A	0
High Street WB LT/TH	636	0.2	A	0	705	0.3	A	0	705	0.3	A	0
Cory Avenue NB LT/RT	4	42.9	E	0	4	>50.0	F	1	4	>50.0	F	1
Winter Street SB LT/TH/RT	102	34.1	D	3	127	>50.0	F	5	127	>50.0	F	5
23. High Street at Summer Street and Vernon Street												
Weekday Morning:												
High Street EB LT/TH	521	0.7	A	0	585	0.8	A	0	585	0.8	A	0
High Street WB TH/RT	523	0.0	A	0	579	0.0	A	0	579	0.0	A	0
Vernon Street NB LT/TH/RT	6	20.1	C	0	6	23.7	C	0	6	23.7	C	0
Weekday Evening:												
High Street EB LT/TH	796	0.9	A	1	890	1.0	A	1	890	1.0	A	1
High Street WB TH/RT	612	0.0	A	0	678	0.0	A	0	678	0.0	A	0
Vernon Street NB LT/TH/RT	0	0.0	A	0	0	0.0	A	0	0	0.0	A	0
Saturday Midday:												
High Street EB LT/TH	662	1.3	A	1	749	1.6	A	1	749	1.6	A	1
High Street WB TH/RT	700	0.0	A	0	776	0.0	A	0	776	0.0	A	0
Vernon Street NB LT/TH/RT	0	0.0	A	0	0	0.0	A	0	0	0.0	A	0

See notes at end of table.

Table 2 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2018 Existing				2028 Design Year with Existing Traffic Circulation				2028 Design Year with Traffic Circulation Changes			
	Demand[a]	Delay[b]	LOS[c]	Queue[d] 95th	Demand	Delay	LOS	Queue 95th	Demand	Delay	LOS	Queue 95th
24. High Street at Market Street												
Weekday Morning:												
High Street EB LT/TH	475	0.5	A	0	526	0.5	A	0	526	0.5	A	0
High Street WB TH/RT	491	0.0	A	0	543	0.0	A	0	543	0.0	A	0
Market Street SB LT/RT	36	16.2	C	1	40	18.1	C	1	40	18.1	C	1
Weekday Evening:												
High Street EB LT/TH	733	0.6	A	0	811	0.6	A	0	811	0.6	A	0
High Street WB TH/RT	609	0.0	A	0	673	0.0	A	0	673	0.0	A	0
Market Street SB LT/RT	52	25.0	D	1	62	35.4	E	2	62	35.4	E	2
Saturday Midday:												
High Street EB LT/TH	573	0.3	A	0	635	0.3	A	0	635	0.3	A	0
High Street WB TH/RT	705	0.0	A	0	778	0.0	A	0	778	0.0	A	0
Market Street SB LT/RT	53	22.6	C	1	62	29.0	D	2	62	29.0	D	2
27. High Street at Fruit Street												
Weekday Morning:												
High Street EB LT/TH	482	2.3	A	1	541	2.4	A	1	541	2.4	A	1
High Street WB TH/RT	437	0.0	A	0	491	0.0	A	0	491	0.0	A	0
Weekday Evening:												
High Street EB LT/TH	737	1.7	A	1	830	1.7	A	1	830	1.7	A	1
High Street WB TH/RT	463	0.0	A	0	52	0.0	A	0	52	0.0	A	0
Saturday Midday:												
High Street EB LT/TH	667	1.9	A	1	758	2.0	A	1	758	2.0	A	1
High Street WB TH/RT	485	0.0	A	0	560	0.0	A	0	560	0.0	A	0

[a]Demand in vehicles per hour.
[b]Average control delay per vehicle (in seconds).
[c]Level-of-Service.
[d]Queue length in vehicles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

SUMMARY

VAI has completed a detailed assessment of traffic patterns and operating conditions within the Downtown North area of Newburyport, Massachusetts. Specifically, this assessment has reviewed vehicle, pedestrian and bicycle volumes within the Downtown North area (defined as the area between High Street and Merrimack Street/Water Street, and situated between Kent Street and Federal Street) under summer month conditions, and included a review of traffic operations (motorist delays, vehicle queuing and levels of service) under existing (2018) and future conditions (2028) with consideration of planned future development and pending changes to traffic circulation patterns within the study area.

Based on this assessment, we have determined that ***the traffic circulation changes recommended by TSAC along Green Street, Pleasant Street and Titcomb Street to address potential impacts related to the opening of the Titcomb Street Garage will result in an overall improvement in access and circulation within the study area of this assessment***. While no material improvement in operating conditions was identified at the unsignalized intersections within the study area, the recommended traffic circulation changes did not result in a degradation in operating conditions. Improvements in operating conditions for specific movements are predicted to occur at the Merrimac Street/Green Street, High Street/Green Street and High Street/State Street intersections with the traffic circulation changes recommended by TSAC.

In consideration of these findings, we have recommended that the following improvements be undertaken within the study area:

Green Street/High Street – The traffic signal at this intersection should be modified to incorporate the Green Street southbound approach into the traffic signal system and the existing traffic signal equipment should be updated.

Regulatory and Wayfinding Signs – A review of regulatory and wayfinding signs within the street grid that will be impacted by the recommended traffic circulation changes should be undertaken to ensure that the appropriate signs are installed and any conflicting signs are removed.

In addition to the above recommendations, the installation of traffic control signals at the Merrimac Street/Route 1 ramp intersections continues to be justified in order to improve access to the Downtown and the waterfront, and to facilitate the safe conveyance of vehicles, pedestrians and bicyclists within the study area.

cc: File

APPENDIX

MANUAL TURNING MOVEMENT COUNT DATA
SEASONAL ADJUSTMENT DATA
PUBLIC TRANSPORTATION SCHEDULES
MASSDOT HIGH CRASH LOCATION MAPPING
GENERAL BACKGROUND TRAFFIC GROWTH
BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS
ROADWAY CIRCULATION CHANGES TRAFFIC REASSIGNMENT NETWORKS
CAPACITY ANALYSIS WORKSHEETS
DOWNTOWN NEWBURYPORT TRAFFIC CIRCULATION STUDY

MANUAL TURNING MOVEMENT COUNT DATA

Accurate Counts
978-664-2565

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Driveway From North			Merrimac St From East			Kent St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	8	32	0	5	1	6	0	58	3	114
07:15 AM	0	0	0	5	79	0	1	0	2	0	58	6	151
07:30 AM	0	0	1	8	88	0	3	0	1	1	88	9	199
07:45 AM	0	0	0	10	88	0	7	0	10	1	128	4	248
Total	0	0	2	31	287	0	16	1	19	2	332	22	712
08:00 AM	1	0	0	3	97	0	5	0	11	2	119	6	244
08:15 AM	1	1	0	12	86	1	5	0	6	0	118	4	234
08:30 AM	0	1	0	6	91	2	5	0	3	0	123	7	238
08:45 AM	1	0	1	9	83	0	9	0	8	1	166	2	280
Total	3	2	1	30	357	3	24	0	28	3	526	19	996
Grand Total	3	2	3	61	644	3	40	1	47	5	858	41	1708
Apprch %	37.5	25	37.5	8.6	91	0.4	45.5	1.1	53.4	0.6	94.9	4.5	
Total %	0.2	0.1	0.2	3.6	37.7	0.2	2.3	0.1	2.8	0.3	50.2	2.4	
Cars	3	2	2	60	634	3	40	1	47	5	846	39	1682
% Cars	100	100	66.7	98.4	98.4	100	100	100	100	100	98.6	95.1	98.5
Trucks	0	0	1	1	10	0	0	0	0	0	12	2	26
% Trucks	0	0	33.3	1.6	1.6	0	0	0	0	0	1.4	4.9	1.5

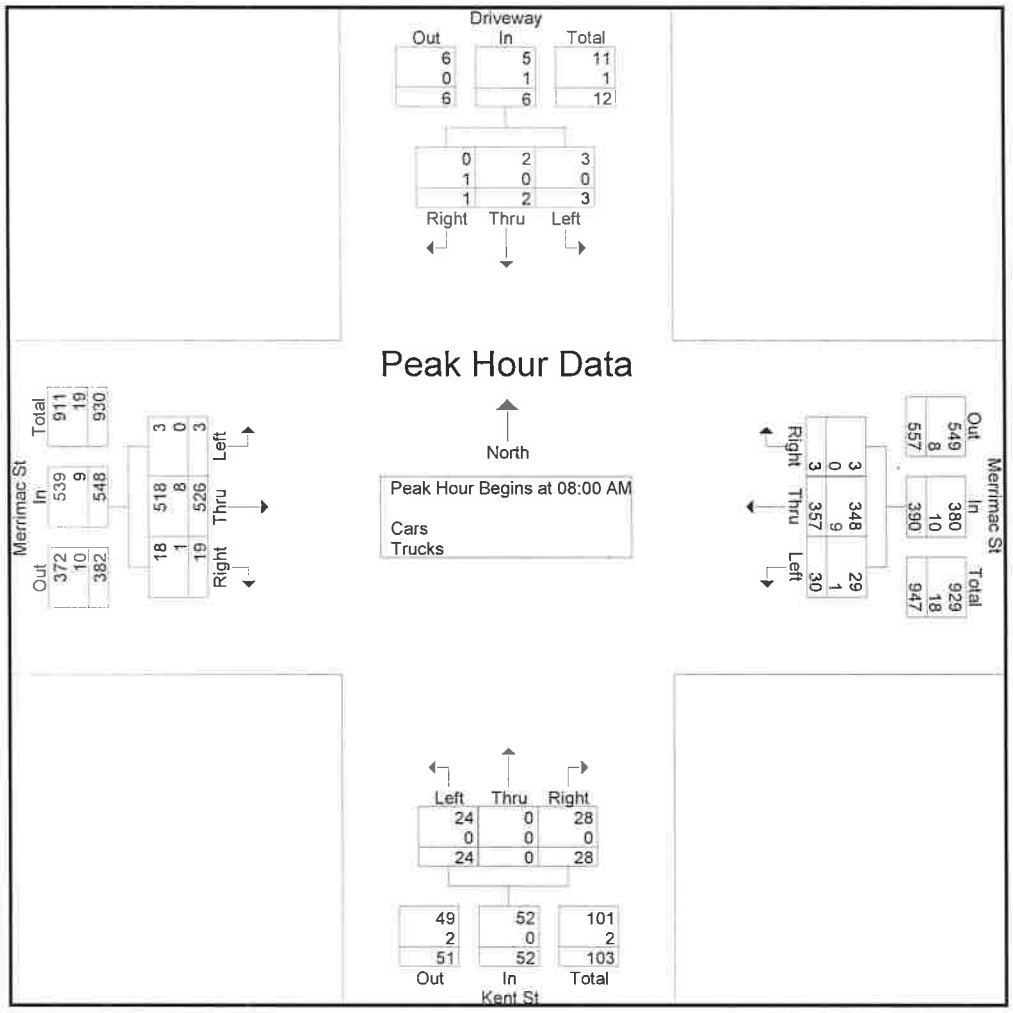
I/S Street : Kent Street
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	Driveway From North				Merrimac St From East				Kent St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	0	0	1	3	**97**	0	**100**	5	0	**11**	16	**2**	119	6	127	244
08:15 AM	1	**1**	0	**2**	**12**	86	1	99	5	0	6	11	0	118	4	122	234
08:30 AM	0	1	0	1	6	91	**2**	99	5	0	3	8	0	123	**7**	130	238
08:45 AM	1	0	**1**	2	9	83	0	92	**9**	0	8	**17**	1	**166**	2	**169**	**280**
Total Volume	3	2	1	6	30	357	3	390	24	0	28	52	3	526	19	548	996
% App. Total	50	33.3	16.7		7.7	91.5	0.8		46.2	0	53.8		0.5	96	3.5		
PHF	.750	.500	.250	.750	.625	.920	.375	.975	.667	.000	.636	.765	.375	.792	.679	.811	.889
Cars	3	2	0	5	29	348	3	380	24	0	28	52	3	518	18	539	976
% Cars	100	100	0	83.3	96.7	97.5	100	97.4	100	0	100	100	100	98.5	94.7	98.4	98.0
Trucks	0	0	1	1	1	9	0	10	0	0	0	0	0	8	1	9	20
% Trucks	0	0	100	16.7	3.3	2.5	0	2.6	0	0	0	0	0	1.5	5.3	1.6	2.0

I/S Street : Kent Street
:/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	**1**	0	0	1	10	88	0	98	**7**	0	10	**17**	**2**	119	6	127
+15 mins.	1	**1**	0	**2**	3	**97**	0	**100**	5	0	**11**	16	0	118	4	122
+30 mins.	0	1	0	1	**12**	86	1	99	5	0	6	11	0	123	**7**	130
+45 mins.	1	0	**1**	2	6	91	**2**	99	5	0	3	8	1	**166**	2	**169**
Total Volume	3	2	1	6	31	362	3	396	22	0	30	52	3	526	19	548
% App. Total	50	33.3	16.7		7.8	91.4	0.8		42.3	0	57.7		0.5	96	3.5	

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Driveway From North			Merrimac St From East			Kent St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	8	32	0	5	1	6	0	57	3	113
07:15 AM	0	0	0	5	79	0	1	0	2	0	57	6	150
07:30 AM	0	0	1	8	87	0	3	0	1	1	87	9	197
07:45 AM	0	0	0	10	88	0	7	0	10	1	127	3	246
Total	0	0	2	31	286	0	16	1	19	2	328	21	706
08:00 AM	1	0	0	3	93	0	5	0	11	2	119	5	239
08:15 AM	1	1	0	11	84	1	5	0	6	0	117	4	230
08:30 AM	0	1	0	6	90	2	5	0	3	0	122	7	236
08:45 AM	1	0	0	9	81	0	9	0	8	1	160	2	271
Total	3	2	0	29	348	3	24	0	28	3	518	18	976
Grand Total	3	2	2	60	634	3	40	1	47	5	846	39	1682
Apprch %	42.9	28.6	28.6	8.6	91	0.4	45.5	1.1	53.4	0.6	95.1	4.4	
Total %	0.2	0.1	0.1	3.6	37.7	0.2	2.4	0.1	2.8	0.3	50.3	2.3	

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Driveway From North			Merrimac St From East			Kent St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	1	0	0	0	0	0	4	1	6
08:00 AM	0	0	0	0	4	0	0	0	0	0	0	1	5
08:15 AM	0	0	0	1	2	0	0	0	0	0	1	0	4
08:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:45 AM	0	0	1	0	2	0	0	0	0	0	6	0	9
Total	0	0	1	1	9	0	0	0	0	0	8	1	20
Grand Total	0	0	1	1	10	0	0	0	0	0	12	2	26
Apprch %	0	0	100	9.1	90.9	0	0	0	0	0	85.7	14.3	
Total %	0	0	3.8	3.8	38.5	0	0	0	0	0	46.2	7.7	

I/S Street : Kent Street
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

Start Time	Driveway From North				Merrimac St From East				Kent St From South				Merrimac St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	1	3
07:15 AM	0	0	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4	1	5
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2
07:45 AM	0	0	0	3	0	1	0	2	0	0	0	3	0	0	0	1	9	1	10
Total	0	0	0	7	0	2	0	3	0	0	0	3	0	1	0	4	17	3	20
08:00 AM	0	0	0	1	0	0	0	2	0	0	0	4	0	2	0	1	8	2	10
08:15 AM	0	0	0	1	0	0	0	3	0	0	0	2	0	0	0	3	9	0	9
08:30 AM	0	0	0	2	0	1	0	1	0	0	0	0	0	2	0	1	4	3	7
08:45 AM	0	0	0	1	0	0	0	2	0	0	0	3	0	2	0	0	6	2	8
Total	0	0	0	5	0	1	0	8	0	0	0	9	0	6	0	5	27	7	34
Grand Total	0	0	0	12	0	3	0	11	0	0	0	12	0	7	0	9	44	10	54
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	30	0		0	0	0		0	70	0		81.5	18.5	

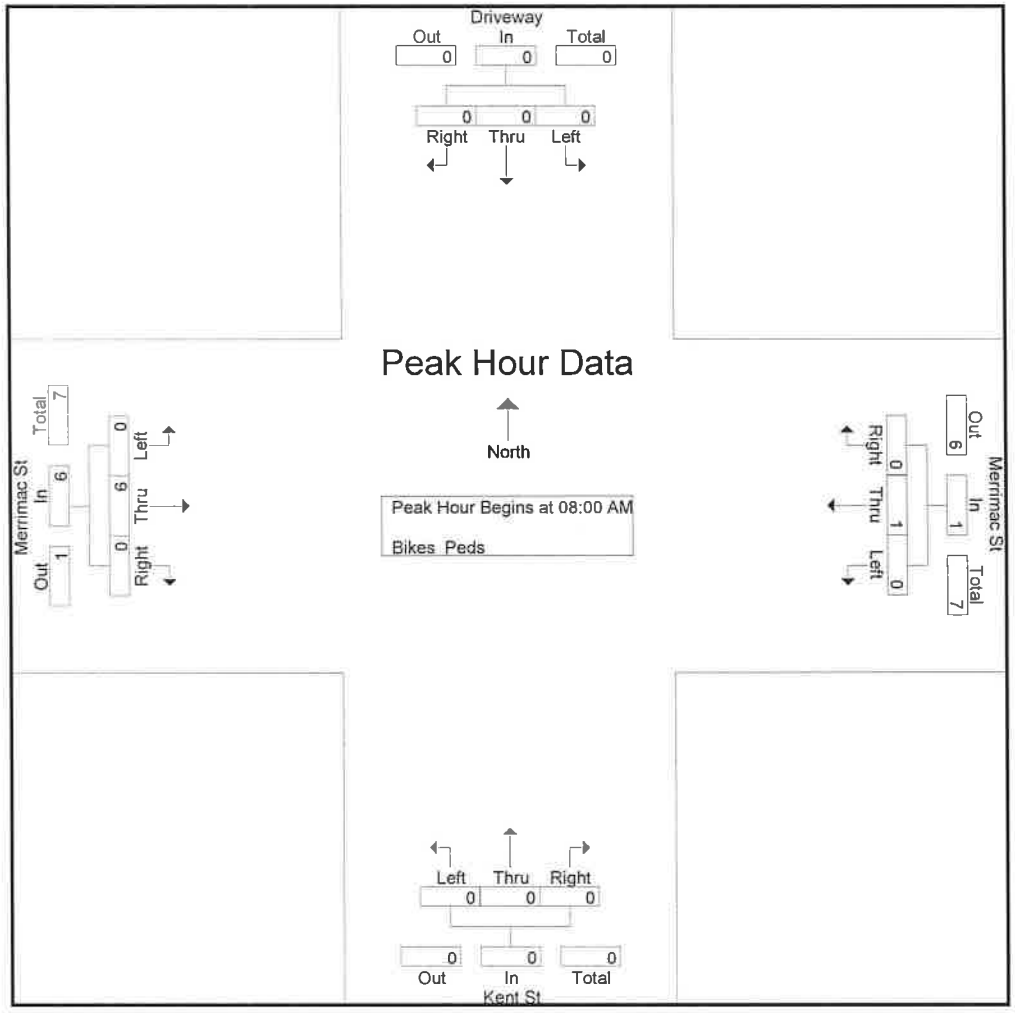
N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	Driveway From North				Merrimac St From East				Kent St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	2	0	2	**3**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.583

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	

I/S Street : Kent Street
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Driveway From North			Merrimac St From East			Kent St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	2	0	3	6	134	1	3	2	9	3	144	5	312
04:15 PM	0	0	2	11	108	0	3	1	11	0	122	9	267
04:30 PM	3	0	0	9	99	1	5	0	16	2	142	4	281
04:45 PM	0	0	1	6	99	0	6	3	10	2	153	17	297
Total	5	0	6	32	440	2	17	6	46	7	561	35	1157
05:00 PM	0	0	0	7	136	2	7	2	19	0	149	12	334
05:15 PM	2	0	3	9	95	4	11	0	18	3	145	12	302
05:30 PM	1	0	0	14	104	2	7	3	14	0	164	12	321
05:45 PM	0	0	3	10	93	1	6	0	13	3	150	12	291
Total	3	0	6	40	428	9	31	5	64	6	608	48	1248
Grand Total	8	0	12	72	868	11	48	11	110	13	1169	83	2405
Apprch %	40	0	60	7.6	91.3	1.2	28.4	6.5	65.1	1	92.4	6.6	
Total %	0.3	0	0.5	3	36.1	0.5	2	0.5	4.6	0.5	48.6	3.5	
Cars	8	0	12	72	867	11	48	11	110	13	1168	83	2403
% Cars	100	0	100	100	99.9	100	100	100	100	100	99.9	100	99.9
Trucks	0	0	0	0	1	0	0	0	0	0	1	0	2
% Trucks	0	0	0	0	0.1	0	0	0	0	0	0.1	0	0.1

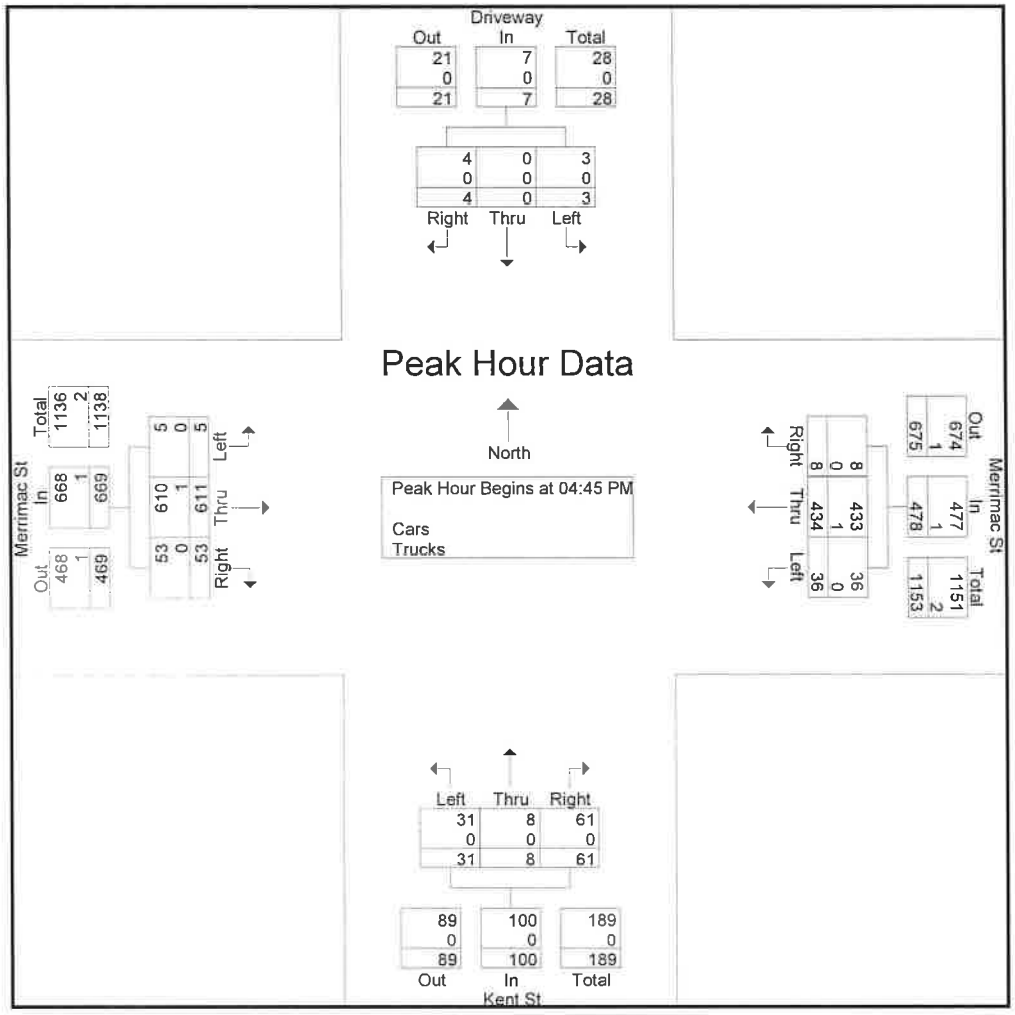
N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	Driveway From North				Merrimac St From East				Kent St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	6	99	0	105	6	**3**	10	19	2	153	**17**	172	297
05:00 PM	0	0	0	0	7	**136**	2	**145**	7	2	**19**	28	0	149	12	161	**334**
05:15 PM	**2**	0	**3**	**5**	9	95	**4**	108	**11**	0	18	**29**	**3**	145	12	160	302
05:30 PM	1	0	0	1	**14**	104	2	120	7	3	14	24	0	**164**	12	**176**	321
Total Volume	3	0	4	7	36	434	8	478	31	8	61	100	5	611	53	669	1254
% App. Total	42.9	0	57.1		7.5	90.8	1.7		31	8	61		0.7	91.3	7.9		
PHF	.375	.000	.333	.350	.643	.798	.500	.824	.705	.667	.803	.862	.417	.931	.779	.950	.939
Cars	3	0	4	7	36	433	8	477	31	8	61	100	5	610	53	668	1252
% Cars	100	0	100	100	100	99.8	100	99.8	100	100	100	100	100	99.8	100	99.9	99.8
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.2	0	0.1	0.2

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM				04:45 PM			
+0 mins.	2	0	**3**	**5**	**11**	108	0	119	6	**3**	10	19	2	153	**17**	172
+15 mins.	0	0	2	2	9	99	1	109	7	2	**19**	28	0	149	12	161
+30 mins.	**3**	0	0	3	6	99	0	105	**11**	0	18	**29**	**3**	145	12	160
+45 mins.	0	0	1	1	7	**136**	**2**	**145**	7	3	14	24	0	**164**	12	**176**
Total Volume	5	0	6	11	33	442	3	478	31	8	61	100	5	611	53	669
% App. Total	45.5	0	54.5		6.9	92.5	0.6		31	8	61		0.7	91.3	7.9	

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Driveway From North			Merrimac St From East			Kent St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	2	0	3	6	134	1	3	2	9	3	144	5	312
04:15 PM	0	0	2	11	108	0	3	1	11	0	122	9	267
04:30 PM	3	0	0	9	99	1	5	0	16	2	142	4	281
04:45 PM	0	0	1	6	98	0	6	3	10	2	153	17	296
Total	5	0	6	32	439	2	17	6	46	7	561	35	1156
05:00 PM	0	0	0	7	136	2	7	2	19	0	149	12	334
05:15 PM	2	0	3	9	95	4	11	0	18	3	144	12	301
05:30 PM	1	0	0	14	104	2	7	3	14	0	164	12	321
05:45 PM	0	0	3	10	93	1	6	0	13	3	150	12	291
Total	3	0	6	40	428	9	31	5	64	6	607	48	1247
Grand Total	8	0	12	72	867	11	48	11	110	13	1168	83	2403
Apprch %	40	0	60	7.6	91.3	1.2	28.4	6.5	65.1	1	92.4	6.6	
Total %	0.3	0	0.5	3	36.1	0.5	2	0.5	4.6	0.5	48.6	3.5	

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Driveway From North			Merrimac St From East			Kent St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	0	1	0	0	0	0	0	1	0	2
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	50	0	0	0	0	0	50	0	

I/S Street : Kent Street
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Driveway From North				Merrimac St From East				Kent St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	2	0	1	0	0	0	2	1	1	0	1	5	4	9
04:15 PM	0	0	0	3	0	0	0	0	0	0	0	1	0	2	0	1	5	2	7
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3	0	3
04:45 PM	0	0	0	4	0	1	0	2	0	0	0	2	0	0	0	0	8	1	9
Total	0	0	0	8	0	3	0	4	0	0	0	6	1	3	0	3	21	7	28
05:00 PM	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	3	1	4
05:15 PM	0	0	0	4	0	1	0	4	1	0	0	2	0	0	0	2	12	2	14
05:30 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	1	0	3	1	4
05:45 PM	0	0	0	3	0	1	0	1	0	0	0	0	0	0	0	1	5	1	6
Total	0	0	0	9	0	3	0	7	1	0	0	4	0	0	1	3	23	5	28
Grand Total	0	0	0	17	0	6	0	11	1	0	0	10	1	3	1	6	44	12	56
Apprch %	0	0	0		0	100	0		100	0	0		20	60	20				
Total %	0	0	0		0	50	0		8.3	0	0		8.3	25	8.3		78.6	21.4	

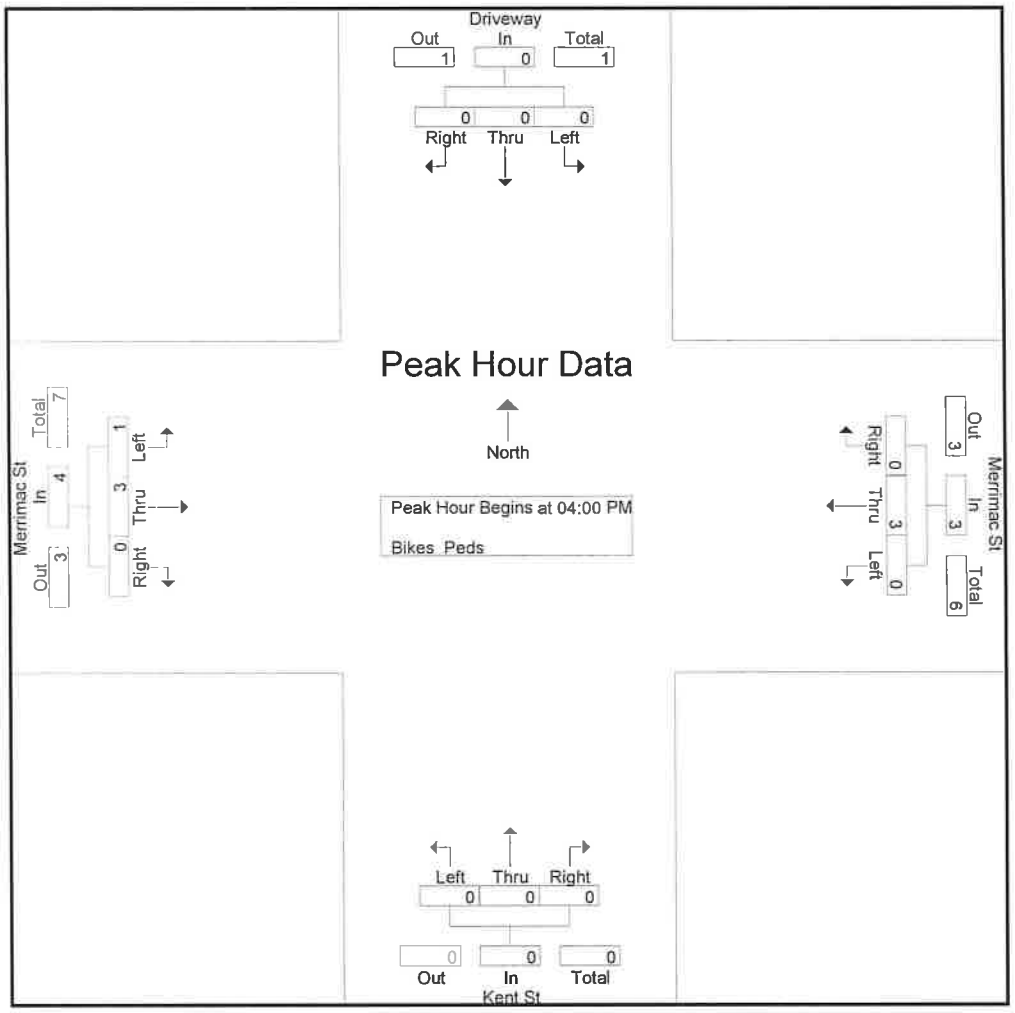
I/S Street : Kent Street
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	Driveway From North				Merrimac St From East				Kent St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**1**	1	0	**2**	**4**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.375	.000	.500	.438

I/S Street : Kent Street
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**1**	1	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	1	3	0	4
% App. Total	0	0	0		0	100	0		100	0	0		25	75	0	

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Driveway From North			Merrimac St From East			Kent St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	1	0	2	9	106	1	5	1	17	2	112	6	262
11:15 AM	1	0	2	9	109	1	9	1	8	1	107	8	256
11:30 AM	2	0	2	4	89	2	8	0	13	1	106	6	233
11:45 AM	0	0	1	13	116	1	5	0	5	2	109	7	259
Total	4	0	7	35	420	5	27	2	43	6	434	27	1010
12:00 PM	2	0	0	17	94	4	2	0	14	1	113	6	253
12:15 PM	1	0	1	12	97	0	8	0	12	0	92	10	233
12:30 PM	1	0	1	9	84	0	5	2	12	1	92	5	212
12:45 PM	0	0	1	5	92	1	1	0	18	0	122	11	251
Total	4	0	3	43	367	5	16	2	56	2	419	32	949
01:00 PM	0	0	0	6	89	3	5	2	2	0	115	6	228
01:15 PM	2	1	2	7	86	1	2	0	11	1	90	2	205
01:30 PM	0	0	1	14	90	1	8	0	14	1	83	2	214
01:45 PM	1	1	3	8	99	0	9	0	7	5	92	6	231
Total	3	2	6	35	364	5	24	2	34	7	380	16	878
Grand Total	11	2	16	113	1151	15	67	6	133	15	1233	75	2837
Apprch %	37.9	6.9	55.2	8.8	90	1.2	32.5	2.9	64.6	1.1	93.2	5.7	
Total %	0.4	0.1	0.6	4	40.6	0.5	2.4	0.2	4.7	0.5	43.5	2.6	
Cars	11	2	16	112	1144	15	67	5	133	14	1227	75	2821
% Cars	100	100	100	99.1	99.4	100	100	83.3	100	93.3	99.5	100	99.4
Trucks	0	0	0	1	7	0	0	1	0	1	6	0	16
% Trucks	0	0	0	0.9	0.6	0	0	16.7	0	6.7	0.5	0	0.6

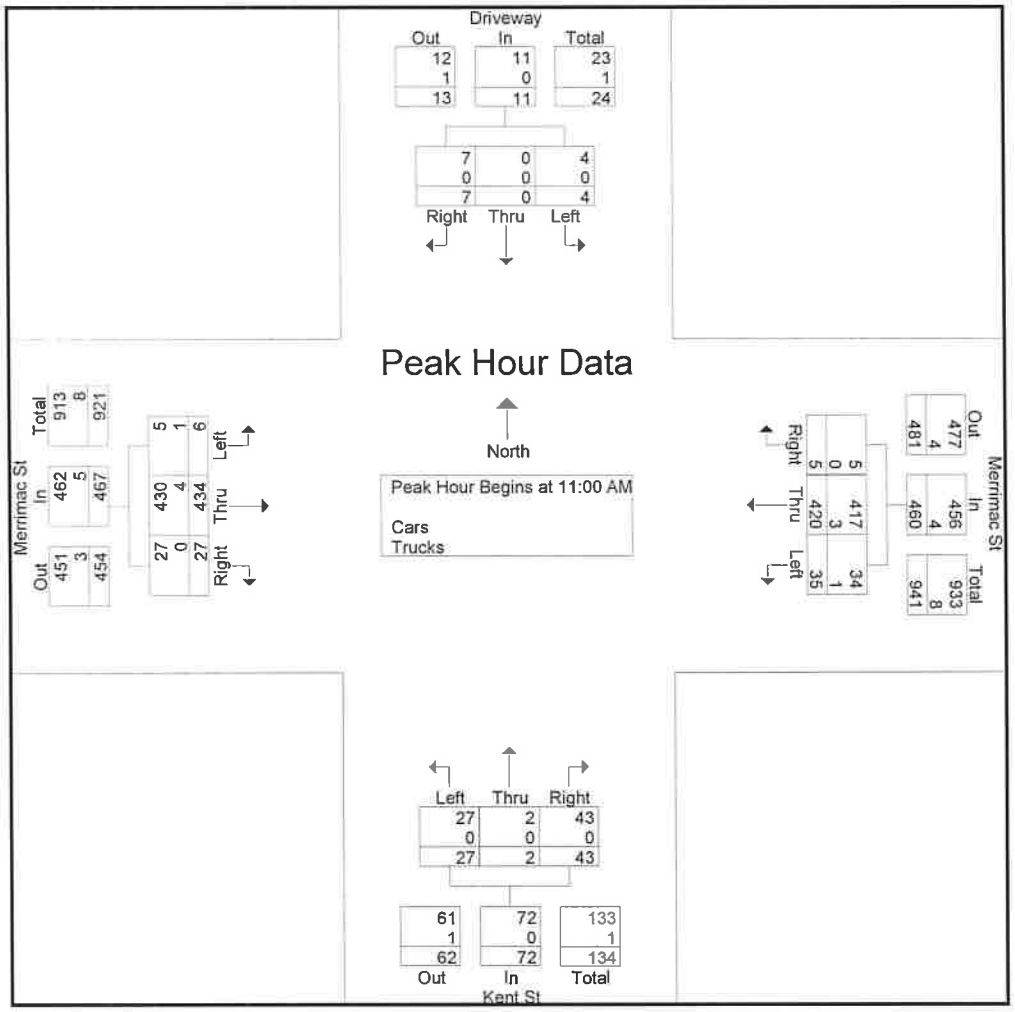
I/S Street : Kent Street
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 2

	Driveway From North				Merrimac St From East				Kent St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	1	0	**2**	3	9	106	1	116	5	**1**	**17**	**23**	**2**	**112**	6	**120**	**262**
11:15 AM	1	0	2	3	9	109	1	119	**9**	1	8	18	1	107	**8**	116	256
11:30 AM	**2**	0	2	**4**	4	89	**2**	95	8	0	13	21	1	106	6	113	233
11:45 AM	0	0	1	1	**13**	**116**	1	**130**	5	0	5	10	2	109	7	118	259
Total Volume	4	0	7	11	35	420	5	460	27	2	43	72	6	434	27	467	1010
% App. Total	36.4	0	63.6		7.6	91.3	1.1		37.5	2.8	59.7		1.3	92.9	5.8		
PHF	.500	.000	.875	.688	.673	.905	.625	.885	.750	.500	.632	.783	.750	.969	.844	.973	.964
Cars	4	0	7	11	34	417	5	456	27	2	43	72	5	430	27	462	1001
% Cars	100	0	100	100	97.1	99.3	100	99.1	100	100	100	100	83.3	99.1	100	98.9	99.1
Trucks	0	0	0	0	1	3	0	4	0	0	0	0	1	4	0	5	9
% Trucks	0	0	0	0	2.9	0.7	0	0.9	0	0	0	0	16.7	0.9	0	1.1	0.9

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				12:00 PM				11:00 AM			
+0 mins.	1	0	**2**	3	9	106	1	116	2	0	14	16	**2**	**112**	6	**120**
+15 mins.	1	0	2	3	9	109	1	119	**8**	0	12	**20**	1	107	**8**	116
+30 mins.	**2**	0	2	**4**	4	89	**2**	95	5	**2**	12	19	1	106	6	113
+45 mins.	0	0	1	1	**13**	**116**	1	**130**	1	0	**18**	19	2	109	7	118
Total Volume	4	0	7	11	35	420	5	460	16	2	56	74	6	434	27	467
% App. Total	36.4	0	63.6		7.6	91.3	1.1		21.6	2.7	75.7		1.3	92.9	5.8	
PHF	.500	.000	.875	.688	.673	.905	.625	.885	.500	.250	.778	.925	.750	.969	.844	.973

I/S Street : Kent Street
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Driveway From North			Merrimac St From East			Kent St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	1	0	2	9	105	1	5	1	17	1	111	6	259
11:15 AM	1	0	2	9	108	1	9	1	8	1	105	8	253
11:30 AM	2	0	2	4	89	2	8	0	13	1	105	6	232
11:45 AM	0	0	1	12	115	1	5	0	5	2	109	7	257
Total	4	0	7	34	417	5	27	2	43	5	430	27	1001
12:00 PM	2	0	0	17	94	4	2	0	14	1	113	6	253
12:15 PM	1	0	1	12	97	0	8	0	12	0	92	10	233
12:30 PM	1	0	1	9	83	0	5	1	12	1	92	5	210
12:45 PM	0	0	1	5	90	1	1	0	18	0	121	11	248
Total	4	0	3	43	364	5	16	1	56	2	418	32	944
01:00 PM	0	0	0	6	89	3	5	2	2	0	114	6	227
01:15 PM	2	1	2	7	85	1	2	0	11	1	90	2	204
01:30 PM	0	0	1	14	90	1	8	0	14	1	83	2	214
01:45 PM	1	1	3	8	99	0	9	0	7	5	92	6	231
Total	3	2	6	35	363	5	24	2	34	7	379	16	876
Grand Total	11	2	16	112	1144	15	67	5	133	14	1227	75	2821
Apprch %	37.9	6.9	55.2	8.8	90	1.2	32.7	2.4	64.9	1.1	93.2	5.7	
Total %	0.4	0.1	0.6	4	40.6	0.5	2.4	0.2	4.7	0.5	43.5	2.7	

I/S Street : Kent Street
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	Driveway From North			Merrimac St From East			Kent St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	1	0	0	0	0	1	1	0	3
11:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	1	3	0	0	0	0	1	4	0	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
12:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	3	0	0	1	0	0	1	0	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
Grand Total	0	0	0	1	7	0	0	1	0	1	6	0	16
Apprch %	0	0	0	12.5	87.5	0	0	100	0	14.3	85.7	0	
Total %	0	0	0	6.2	43.8	0	0	6.2	0	6.2	37.5	0	

I/S Street : Kent Street
:/W Street : Merrimac Street
;ity/State : Newburyport, MA
Veather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	Driveway From North				Merrimac St From East				Kent St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	5	0	1	0	0	1	0	0	3	0	0	0	0	8	2	10
11:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
11:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3	0	3
Total	0	0	0	10	0	1	0	0	1	0	0	4	0	0	0	1	15	2	17
12:00 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	3
12:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
12:45 PM	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	3	14	0	14
Total	0	0	0	14	0	0	0	1	0	0	0	3	0	0	0	3	21	0	21
01:00 PM	0	0	0	6	0	0	0	2	0	0	0	1	0	0	0	0	9	0	9
01:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4	0	4
01:30 PM	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	1	7	0	7
01:45 PM	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5	0	5
Total	0	0	0	14	0	0	0	4	0	0	0	5	0	0	0	2	25	0	25
Grand Total	0	0	0	38	0	1	0	5	1	0	0	12	0	0	0	6	61	2	63
Apprch %	0	0	0		0	100	0		100	0	0		0	0	0				
Total %	0	0	0		0	50	0		50	0	0		0	0	0		96.8	3.2	

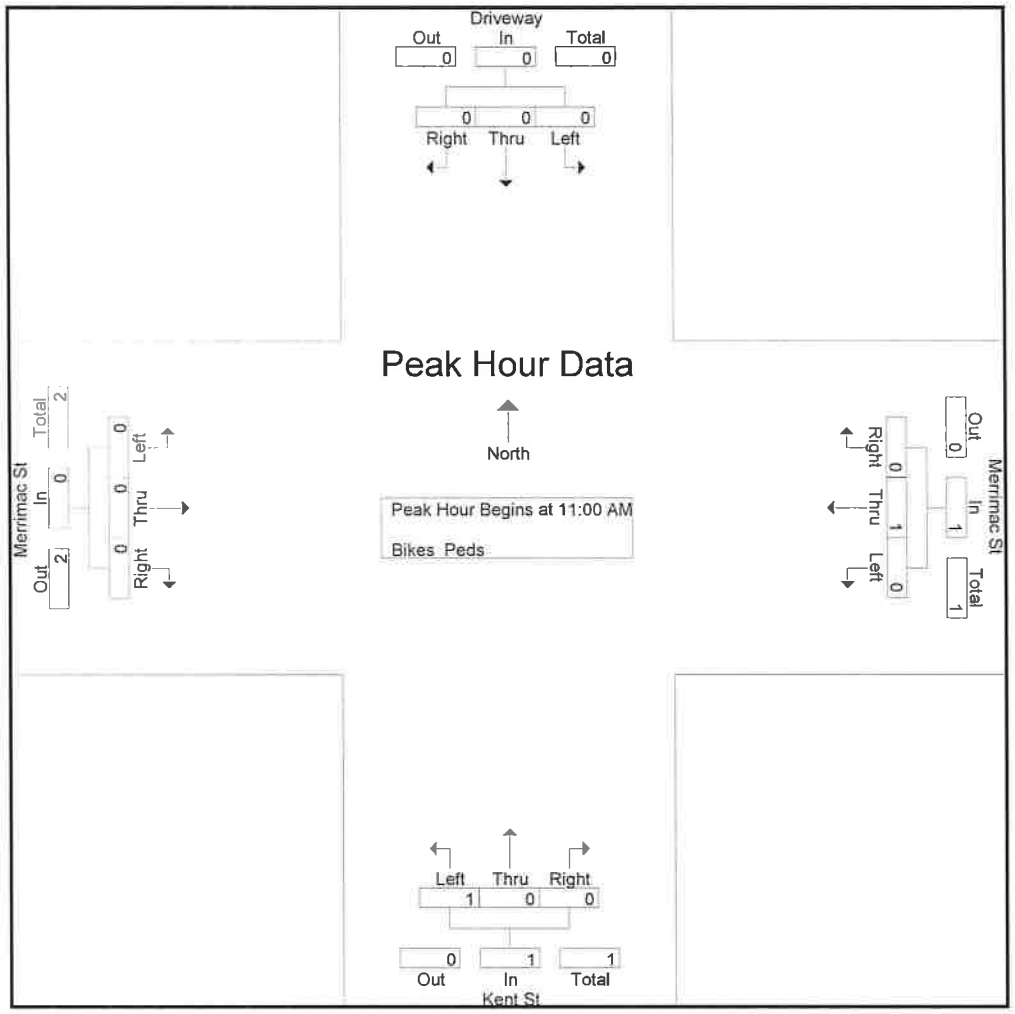
I/S Street : Kent Street
:/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 14

	Driveway From North				Merrimac St From East				Kent St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0	**2**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.250

N/S Street : Kent Street
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000

Accurate Counts
978-664-2565

/S Street : Rte 1 SB Off / Winter St
/W Street : Merrimac Street
ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 1

Groups Printed- Cars - Trucks

	Rt 1 SB Off Ramp From North			Merrimac St From East			Winter St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	23	4	13	1	40	0	0	0	0	0	47	18	146
07:15 AM	20	6	9	10	56	0	0	0	0	0	64	17	182
07:30 AM	38	10	17	10	60	0	0	0	0	0	73	20	228
07:45 AM	43	12	16	10	74	0	0	0	0	0	107	25	287
Total	124	32	55	31	230	0	0	0	0	0	291	80	843
08:00 AM	37	12	13	8	65	0	0	0	0	0	119	35	289
08:15 AM	37	9	24	19	66	0	0	0	0	0	100	26	281
08:30 AM	46	11	14	12	67	0	0	0	0	0	107	19	276
08:45 AM	51	12	10	15	99	0	0	0	0	0	155	26	368
Total	171	44	61	54	297	0	0	0	0	0	481	106	1214
Grand Total	295	76	116	85	527	0	0	0	0	0	772	186	2057
Apprch %	60.6	15.6	23.8	13.9	86.1	0	0	0	0	0	80.6	19.4	
Total %	14.3	3.7	5.6	4.1	25.6	0	0	0	0	0	37.5	9	
Cars	290	68	112	74	509	0	0	0	0	0	766	186	2005
% Cars	98.3	89.5	96.6	87.1	96.6	0	0	0	0	0	99.2	100	97.5
Trucks	5	8	4	11	18	0	0	0	0	0	6	0	52
% Trucks	1.7	10.5	3.4	12.9	3.4	0	0	0	0	0	0.8	0	2.5

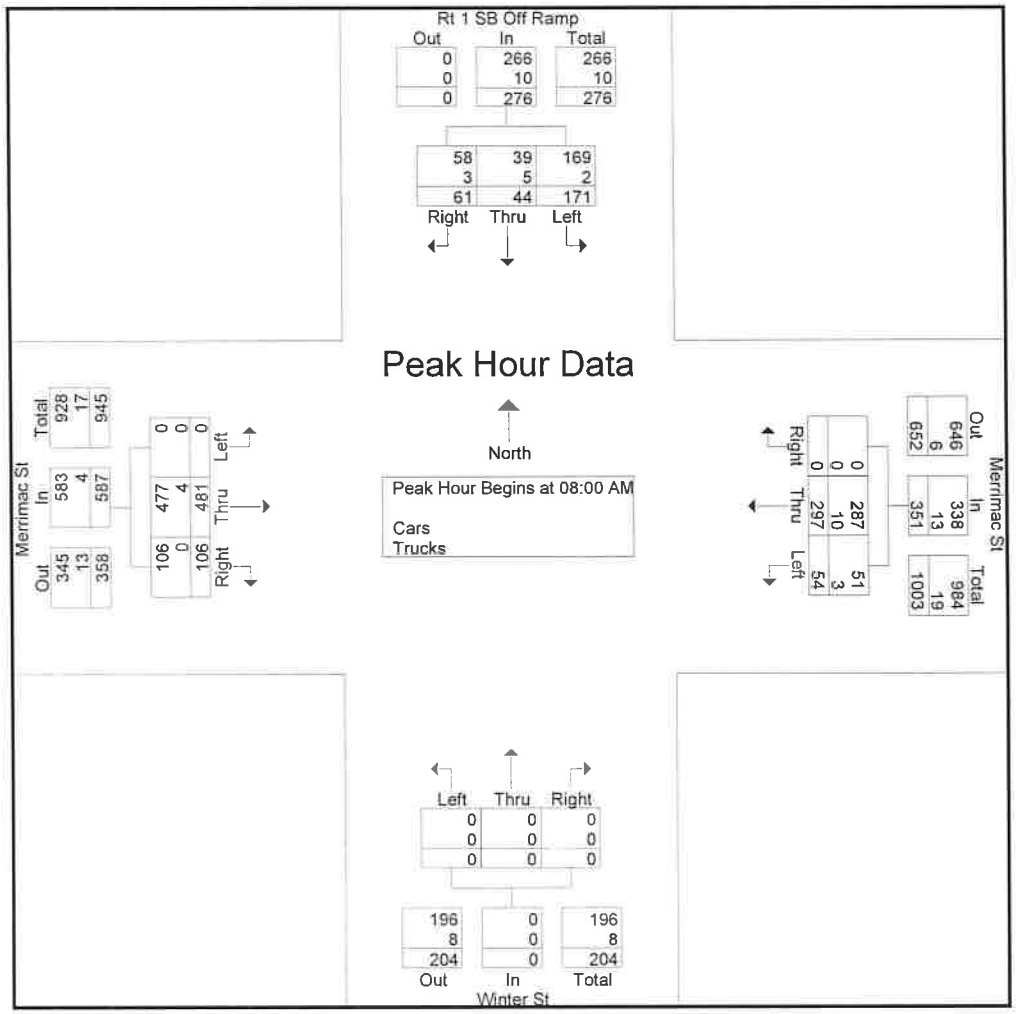
I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 2

	Rt 1 SB Off Ramp From North				Merrimac St From East				Winter St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	37	**12**	13	62	8	65	0	73	0	0	0	0	0	119	**35**	154	289
08:15 AM	37	9	**24**	70	**19**	66	0	85	0	0	0	0	0	100	26	126	281
08:30 AM	46	11	14	71	12	67	0	79	0	0	0	0	0	107	19	126	276
08:45 AM	**51**	12	10	**73**	15	**99**	0	**114**	0	0	0	0	0	**155**	26	**181**	**368**
Total Volume	171	44	61	276	54	297	0	351	0	0	0	0	0	481	106	587	1214
% App. Total	62	15.9	22.1		15.4	84.6	0		0	0	0		0	81.9	18.1		
PHF	.838	.917	.635	.945	.711	.750	.000	.770	.000	.000	.000	.000	.000	.776	.757	.811	.825
Cars	169	39	58	266	51	287	0	338	0	0	0	0	0	477	106	583	1187
% Cars	98.8	88.6	95.1	96.4	94.4	96.6	0	96.3	0	0	0	0	0	99.2	100	99.3	97.8
Trucks	2	5	3	10	3	10	0	13	0	0	0	0	0	4	0	4	27
% Trucks	1.2	11.4	4.9	3.6	5.6	3.4	0	3.7	0	0	0	0	0	0.8	0	0.7	2.2

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 3



'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:00 AM				08:00 AM			
+0 mins.	37	**12**	13	62	8	65	0	73	0	0	0	0	0	119	**35**	154
+15 mins.	37	9	**24**	70	**19**	66	0	85	0	0	0	0	0	100	26	126
+30 mins.	46	11	14	71	12	67	0	79	0	0	0	0	0	107	19	126
+45 mins.	**51**	12	10	**73**	15	**99**	0	**114**	0	0	0	0	0	**155**	26	**181**
Total Volume	171	44	61	276	54	297	0	351	0	0	0	0	0	481	106	587
% App. Total	62	15.9	22.1		15.4	84.6	0		0	0	0		0	81.9	18.1	

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 5

Groups Printed- Cars

	Rt 1 SB Off Ramp From North			Merrimac St From East			Winter St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	21	4	13	1	35	0	0	0	0	0	47	18	139
07:15 AM	20	4	9	7	54	0	0	0	0	0	64	17	175
07:30 AM	38	10	16	6	60	0	0	0	0	0	73	20	223
07:45 AM	42	11	16	9	73	0	0	0	0	0	105	25	281
Total	121	29	54	23	222	0	0	0	0	0	289	80	818
08:00 AM	37	10	12	8	62	0	0	0	0	0	118	35	282
08:15 AM	36	8	23	19	63	0	0	0	0	0	99	26	274
08:30 AM	45	9	14	11	66	0	0	0	0	0	107	19	271
08:45 AM	51	12	9	13	96	0	0	0	0	0	153	26	360
Total	169	39	58	51	287	0	0	0	0	0	477	106	1187
Grand Total	290	68	112	74	509	0	0	0	0	0	766	186	2005
Apprch %	61.7	14.5	23.8	12.7	87.3	0	0	0	0	0	80.5	19.5	
Total %	14.5	3.4	5.6	3.7	25.4	0	0	0	0	0	38.2	9.3	

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 9

Groups Printed- Trucks

	Rt 1 SB Off Ramp From North			Merrimac St From East			Winter St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	0	0	0	5	0	0	0	0	0	0	0	7
07:15 AM	0	2	0	3	2	0	0	0	0	0	0	0	7
07:30 AM	0	0	1	4	0	0	0	0	0	0	0	0	5
07:45 AM	1	1	0	1	1	0	0	0	0	0	2	0	6
Total	3	3	1	8	8	0	0	0	0	0	2	0	25
08:00 AM	0	2	1	0	3	0	0	0	0	0	1	0	7
08:15 AM	1	1	1	0	3	0	0	0	0	0	1	0	7
08:30 AM	1	2	0	1	1	0	0	0	0	0	0	0	5
08:45 AM	0	0	1	2	3	0	0	0	0	0	2	0	8
Total	2	5	3	3	10	0	0	0	0	0	4	0	27
Grand Total	5	8	4	11	18	0	0	0	0	0	6	0	52
Apprch %	29.4	47.1	23.5	37.9	62.1	0	0	0	0	0	100	0	
Total %	9.6	15.4	7.7	21.2	34.6	0	0	0	0	0	11.5	0	

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 13

Groups Printed- Peds Bikes

Start Time	Rt 1 SB Off Ramp From North				Merrimac St From East				Winter St From South				Merrimac St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:30 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4	0	4
08:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	0	3
Total	0	1	0	4	0	0	0	0	0	0	0	3	0	1	0	1	8	2	10
Grand Total	0	2	0	4	0	0	0	0	0	0	0	3	0	1	0	1	8	3	11
Apprch %	0	100	0		0	0	0		0	0	0		0	100	0				
Total %	0	66.7	0		0	0	0		0	0	0		0	33.3	0		72.7	27.3	

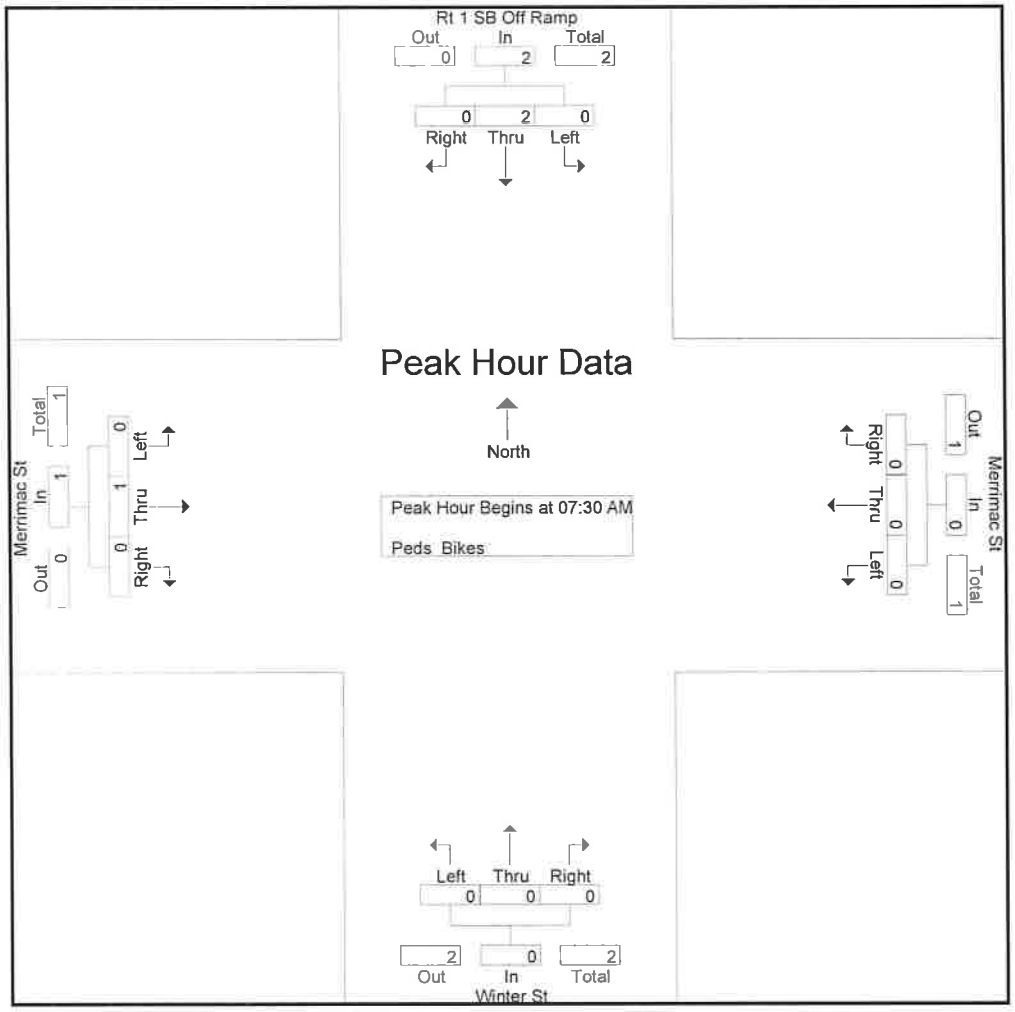
I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 14

	Rt 1 SB Off Ramp From North				Merrimac St From East				Winter St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
% App. Total	0	100	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.750

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 15



'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	100	0	

Accurate Counts
978-664-2565

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 1

Groups Printed- Cars - Trucks

	Rt 1 SB Off Ramp From North			Merrimac St From East			Winter St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	47	13	31	32	109	0	0	0	0	0	113	25	370
04:15 PM	37	5	19	15	93	0	0	0	0	0	115	26	310
04:30 PM	46	14	28	21	86	0	0	0	0	0	97	18	310
04:45 PM	48	2	21	23	92	0	0	0	0	0	102	18	306
Total	178	34	99	91	380	0	0	0	0	0	427	87	1296
05:00 PM	46	6	18	25	102	0	0	0	0	0	142	12	351
05:15 PM	36	13	33	18	87	0	0	0	0	0	144	14	345
05:30 PM	38	9	28	22	87	0	0	0	0	0	114	24	322
05:45 PM	56	6	30	18	97	0	0	0	0	0	122	11	340
Total	176	34	109	83	373	0	0	0	0	0	522	61	1358
Grand Total	354	68	208	174	753	0	0	0	0	0	949	148	2654
Apprch %	56.2	10.8	33	18.8	81.2	0	0	0	0	0	86.5	13.5	
Total %	13.3	2.6	7.8	6.6	28.4	0	0	0	0	0	35.8	5.6	
Cars	354	68	208	173	742	0	0	0	0	0	947	148	2640
% Cars	100	100	100	99.4	98.5	0	0	0	0	0	99.8	100	99.5
Trucks	0	0	0	1	11	0	0	0	0	0	2	0	14
% Trucks	0	0	0	0.6	1.5	0	0	0	0	0	0.2	0	0.5

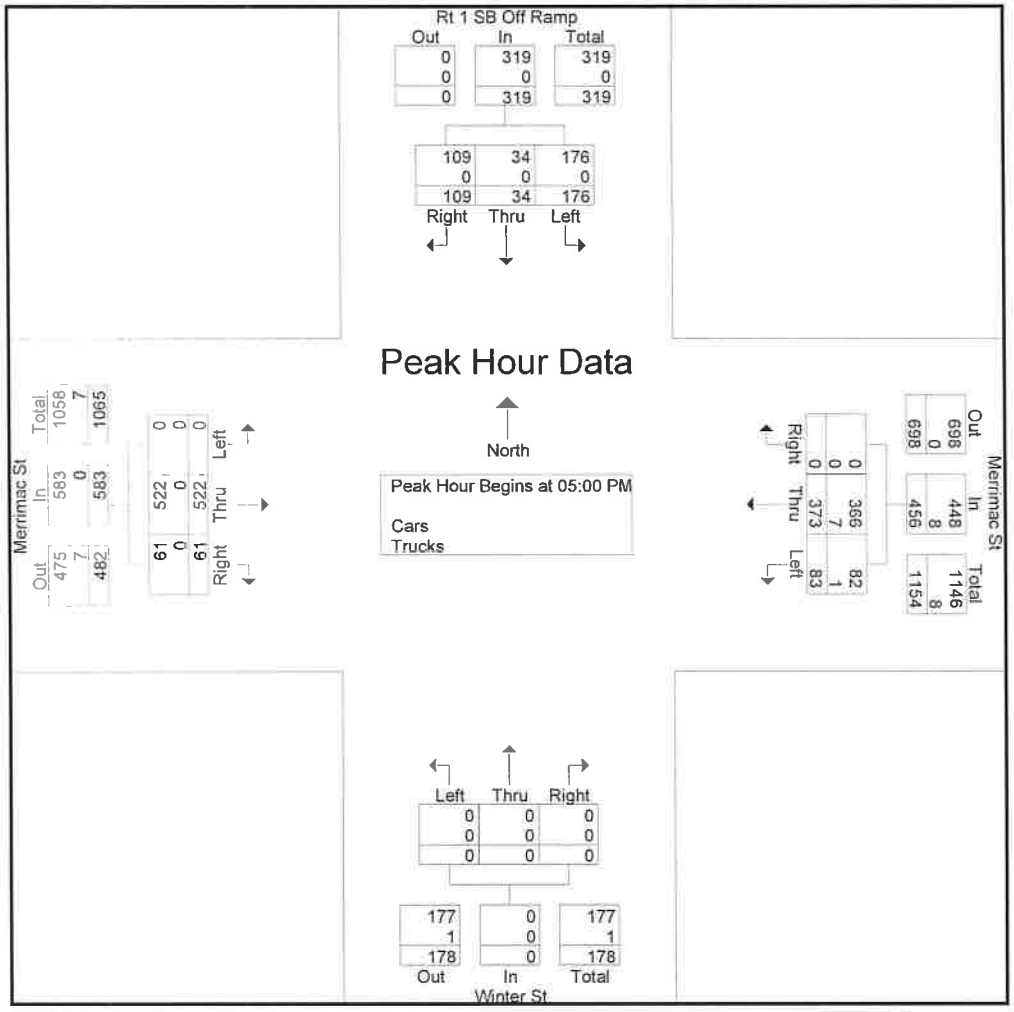
I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 2

	Rt 1 SB Off Ramp From North				Merrimac St From East				Winter St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	46	6	18	70	**25**	**102**	0	**127**	0	0	0	0	0	142	12	154	**351**
05:15 PM	36	**13**	**33**	82	18	87	0	105	0	0	0	0	0	**144**	14	**158**	345
05:30 PM	38	9	28	75	22	87	0	109	0	0	0	0	0	114	**24**	138	322
05:45 PM	**56**	6	30	**92**	18	97	0	115	0	0	0	0	0	122	11	133	340
Total Volume	176	34	109	319	83	373	0	456	0	0	0	0	0	522	61	583	1358
% App. Total	55.2	10.7	34.2		18.2	81.8	0		0	0	0		0	89.5	10.5		
PHF	.786	.654	.826	.867	.830	.914	.000	.898	.000	.000	.000	.000	.000	.906	.635	.922	.967
Cars	176	34	109	319	82	366	0	448	0	0	0	0	0	522	61	583	1350
% Cars	100	100	100	100	98.8	98.1	0	98.2	0	0	0	0	0	100	100	100	99.4
Trucks	0	0	0	0	1	7	0	8	0	0	0	0	0	0	0	0	8
% Trucks	0	0	0	0	1.2	1.9	0	1.8	0	0	0	0	0	0	0	0	0.6

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 3



'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	46	6	18	70	**32**	**109**	0	**141**	0	0	0	0	0	142	12	154
+15 mins.	36	**13**	**33**	82	15	93	0	108	0	0	0	0	0	**144**	14	**158**
+30 mins.	38	9	28	75	21	86	0	107	0	0	0	0	0	114	**24**	138
+45 mins.	**56**	6	30	**92**	23	92	0	115	0	0	0	0	0	122	11	133
Total Volume	176	34	109	319	91	380	0	471	0	0	0	0	0	522	61	583
% App. Total	55.2	10.7	34.2		19.3	80.7	0		0	0	0		0	89.5	10.5	

N/S Street : Rte 1 SB Off / Winter St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 5

Groups Printed- Cars

Start Time	Rt 1 SB Off Ramp From North			Merrimac St From East			Winter St From South			Merrimac St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	47	13	31	32	108	0	0	0	0	0	113	25	369
04:15 PM	37	5	19	15	91	0	0	0	0	0	114	26	307
04:30 PM	46	14	28	21	85	0	0	0	0	0	96	18	308
04:45 PM	48	2	21	23	92	0	0	0	0	0	102	18	306
Total	178	34	99	91	376	0	0	0	0	0	425	87	1290
05:00 PM	46	6	18	25	100	0	0	0	0	0	142	12	349
05:15 PM	36	13	33	18	86	0	0	0	0	0	144	14	344
05:30 PM	38	9	28	21	84	0	0	0	0	0	114	24	318
05:45 PM	56	6	30	18	96	0	0	0	0	0	122	11	339
Total	176	34	109	82	366	0	0	0	0	0	522	61	1350
Grand Total	354	68	208	173	742	0	0	0	0	0	947	148	2640
Apprch %	56.2	10.8	33	18.9	81.1	0	0	0	0	0	86.5	13.5	
Total %	13.4	2.6	7.9	6.6	28.1	0	0	0	0	0	35.9	5.6	

N/S Street : Rte 1 SB Off / Winter St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 9

Groups Printed- Trucks

	Rt 1 SB Off Ramp From North			Merrimac St From East			Winter St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	0	0	0	0	0	2	0	6
05:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	3	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	1	7	0	0	0	0	0	0	0	8
Grand Total	0	0	0	1	11	0	0	0	0	0	2	0	14
Apprch %	0	0	0	8.3	91.7	0	0	0	0	0	100	0	
Total %	0	0	0	7.1	78.6	0	0	0	0	0	14.3	0	

N/S Street : Rte 1 SB Off / Winter St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 13

Groups Printed- Peds Bikes

	Rt 1 SB Off Ramp From North				Merrimac St From East				Winter St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	5	0	5
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	2	3
05:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	3	1	4
05:30 PM	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
Total	1	1	0	4	0	1	0	0	0	0	0	2	0	1	0	2	8	4	12
Grand Total	1	1	0	5	0	1	0	0	0	0	0	6	0	1	0	2	13	4	17
Apprch %	50	50	0		0	100	0		0	0	0		0	100	0				
Total %	25	25	0		0	25	0		0	0	0		0	25	0		76.5	23.5	

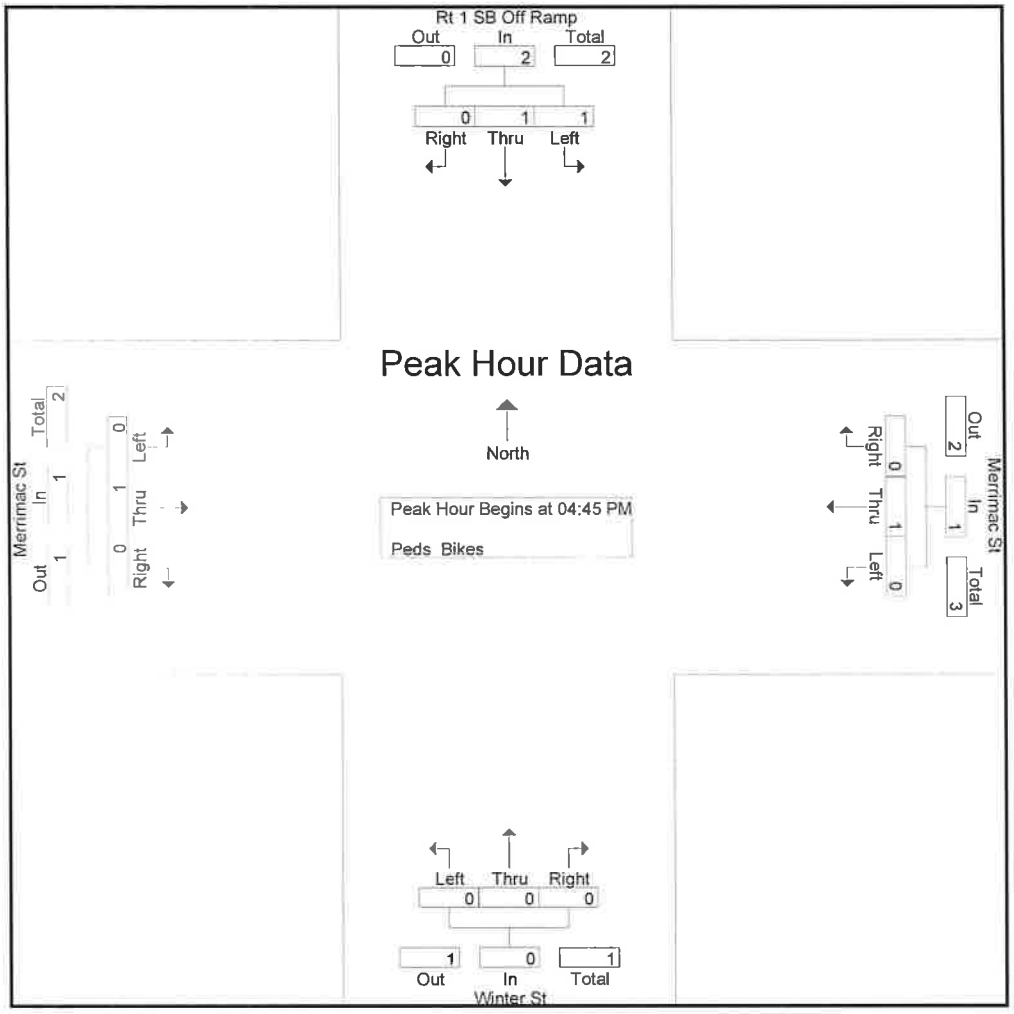
I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 14

	Rt 1 SB Off Ramp From North				Merrimac St From East				Winter St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
% App. Total	50	50	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.250	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 15



'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	1	1	0	2	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	50	50	0		0	100	0		0	0	0		0	100	0	

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 1

Groups Printed- Cars - Trucks

	Rt 1 SB Off Ramp From North			Merrimac St From East			Winter St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	40	18	35	17	80	0	0	0	0	0	136	14	340
11:15 AM	42	14	34	20	73	0	0	0	0	0	140	19	342
11:30 AM	39	15	29	17	72	0	0	0	0	0	146	22	340
11:45 AM	40	7	37	14	66	0	0	0	0	0	129	23	316
Total	161	54	135	68	291	0	0	0	0	0	551	78	1338
12:00 PM	38	22	33	16	89	0	0	0	0	0	122	28	348
12:15 PM	51	21	29	16	75	0	0	0	0	0	123	18	333
12:30 PM	32	16	29	11	82	0	0	0	0	0	104	35	309
12:45 PM	40	13	26	18	65	0	0	0	0	0	95	37	294
Total	161	72	117	61	311	0	0	0	0	0	444	118	1284
01:00 PM	41	18	37	18	65	0	0	0	0	0	107	21	307
01:15 PM	31	15	26	25	70	0	0	0	0	0	110	19	296
01:30 PM	39	23	35	26	74	0	0	0	0	0	76	24	297
01:45 PM	34	17	19	29	59	0	0	0	0	0	112	18	288
Total	145	73	117	98	268	0	0	0	0	0	405	82	1188
Grand Total	467	199	369	227	870	0	0	0	0	0	1400	278	3810
Apprch %	45.1	19.2	35.7	20.7	79.3	0	0	0	0	0	83.4	16.6	
Total %	12.3	5.2	9.7	6	22.8	0	0	0	0	0	36.7	7.3	
Cars	463	197	369	223	861	0	0	0	0	0	1395	268	3776
% Cars	99.1	99	100	98.2	99	0	0	0	0	0	99.6	96.4	99.1
Trucks	4	2	0	4	9	0	0	0	0	0	5	10	34
% Trucks	0.9	1	0	1.8	1	0	0	0	0	0	0.4	3.6	0.9

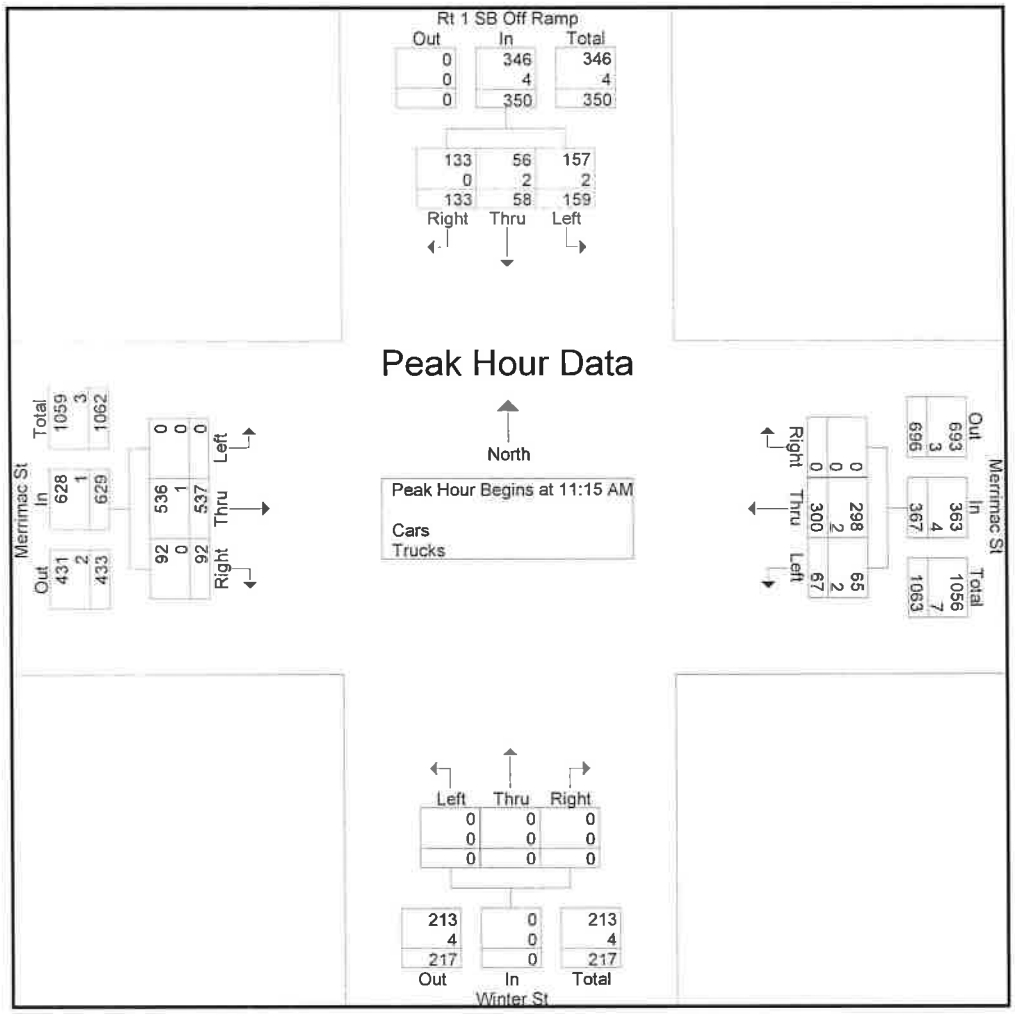
I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 2

	Rt 1 SB Off Ramp From North				Merrimac St From East				Winter St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	**42**	14	34	90	**20**	73	0	93	0	0	0	0	0	140	19	159	342
11:30 AM	39	15	29	83	17	72	0	89	0	0	0	0	0	**146**	22	**168**	340
11:45 AM	40	7	**37**	84	14	66	0	80	0	0	0	0	0	129	23	152	316
12:00 PM	38	**22**	33	**93**	16	**89**	0	**105**	0	0	0	0	0	122	**28**	150	**348**
Total Volume	159	58	133	350	67	300	0	367	0	0	0	0	0	537	92	629	1346
% App. Total	45.4	16.6	38		18.3	81.7	0		0	0	0		0	85.4	14.6		
PHF	.946	.659	.899	.941	.838	.843	.000	.874	.000	.000	.000	.000	.000	.920	.821	.936	.967
Cars	157	56	133	346	65	298	0	363	0	0	0	0	0	536	92	628	1337
% Cars	98.7	96.6	100	98.9	97.0	99.3	0	98.9	0	0	0	0	0	99.8	100	99.8	99.3
Trucks	2	2	0	4	2	2	0	4	0	0	0	0	0	1	0	1	9
% Trucks	1.3	3.4	0	1.1	3.0	0.7	0	1.1	0	0	0	0	0	0.2	0	0.2	0.7

N/S Street : Rte 1 SB Off / Winter St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM				12:00 PM				11:00 AM				11:00 AM			
+0 mins.	39	15	29	83	16	**89**	0	**105**	0	0	0	0	0	136	14	150
+15 mins.	40	7	**37**	84	16	75	0	91	0	0	0	0	0	140	19	159
+30 mins.	38	**22**	33	93	11	82	0	93	0	0	0	0	0	**146**	22	**168**
+45 mins.	**51**	21	29	**101**	**18**	65	0	83	0	0	0	0	0	129	**23**	152
Total Volume	168	65	128	361	61	311	0	372	0	0	0	0	0	551	78	629
% App. Total	46.5	18	35.5		16.4	83.6	0		0	0	0		0	87.6	12.4	
PHF	.824	.739	.865	.894	.847	.874	.000	.886	.000	.000	.000	.000	.000	.943	.848	.936

N/S Street : Rte 1 SB Off / Winter St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 5

Groups Printed- Cars

	Rt 1 SB Off Ramp From North			Merrimac St From East			Winter St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	39	18	35	17	80	0	0	0	0	0	135	14	338
11:15 AM	41	12	34	18	72	0	0	0	0	0	140	19	336
11:30 AM	39	15	29	17	72	0	0	0	0	0	146	22	340
11:45 AM	39	7	37	14	65	0	0	0	0	0	129	23	314
Total	158	52	135	66	289	0	0	0	0	0	550	78	1328
12:00 PM	38	22	33	16	89	0	0	0	0	0	121	28	347
12:15 PM	51	21	29	16	74	0	0	0	0	0	122	18	331
12:30 PM	32	16	29	11	79	0	0	0	0	0	103	35	305
12:45 PM	40	13	26	17	65	0	0	0	0	0	94	28	283
Total	161	72	117	60	307	0	0	0	0	0	440	109	1266
01:00 PM	41	18	37	18	64	0	0	0	0	0	107	21	306
01:15 PM	31	15	26	24	69	0	0	0	0	0	110	19	294
01:30 PM	38	23	35	26	73	0	0	0	0	0	76	23	294
01:45 PM	34	17	19	29	59	0	0	0	0	0	112	18	288
Total	144	73	117	97	265	0	0	0	0	0	405	81	1182
Grand Total	463	197	369	223	861	0	0	0	0	0	1395	268	3776
Apprch %	45	19.1	35.9	20.6	79.4	0	0	0	0	0	83.9	16.1	
Total %	12.3	5.2	9.8	5.9	22.8	0	0	0	0	0	36.9	7.1	

I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 9

Groups Printed- Trucks

	Rt 1 SB Off Ramp From North			Merrimac St From East			Winter St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
11:15 AM	1	2	0	2	1	0	0	0	0	0	0	0	6
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	3	2	0	2	2	0	0	0	0	0	1	0	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
12:45 PM	0	0	0	1	0	0	0	0	0	0	1	9	11
Total	0	0	0	1	4	0	0	0	0	0	4	9	18
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
01:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	3	0	0	0	0	0	0	1	6
Grand Total	4	2	0	4	9	0	0	0	0	0	5	10	34
Apprch %	66.7	33.3	0	30.8	69.2	0	0	0	0	0	33.3	66.7	
Total %	11.8	5.9	0	11.8	26.5	0	0	0	0	0	14.7	29.4	

N/S Street : Rte 1 SB Off / Winter St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 13

Groups Printed- Peds Bikes

	Rt 1 SB Off Ramp From North				Merrimac St From East				Winter St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4	1	5
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	3	0	1	0	0	3	2	5
11:30 AM	0	0	0	4	0	1	0	0	0	0	0	6	0	2	0	6	16	3	19
11:45 AM	0	1	0	0	0	2	0	0	0	0	0	13	0	3	0	0	13	6	19
Total	0	2	0	5	1	3	0	0	0	0	0	25	0	6	0	6	36	12	48
12:00 PM	0	0	0	8	0	0	0	0	0	0	0	4	0	1	0	0	12	1	13
12:15 PM	0	2	1	2	0	1	0	0	0	0	0	10	0	0	0	2	14	4	18
12:30 PM	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	7	0	7
12:45 PM	1	2	0	5	0	0	0	0	0	0	0	14	0	0	0	0	19	3	22
Total	1	4	1	18	0	1	0	0	0	0	0	32	0	1	0	2	52	8	60
01:00 PM	0	0	0	8	0	0	0	0	0	0	0	4	0	0	3	1	13	3	16
01:15 PM	0	0	0	0	1	1	0	0	0	0	0	15	0	2	0	0	15	4	19
01:30 PM	0	1	0	5	0	1	0	0	0	0	0	4	0	0	0	1	10	2	12
01:45 PM	1	0	0	3	0	0	0	0	0	0	0	3	0	4	0	0	6	5	11
Total	1	1	0	16	1	2	0	0	0	0	0	26	0	6	3	2	44	14	58
Grand Total	2	7	1	39	2	6	0	0	0	0	0	83	0	13	3	10	132	34	166
Apprch %	20	70	10		25	75	0		0	0	0		0	81.2	18.8				
Total %	5.9	20.6	2.9		5.9	17.6	0		0	0	0		0	38.2	8.8		79.5	20.5	

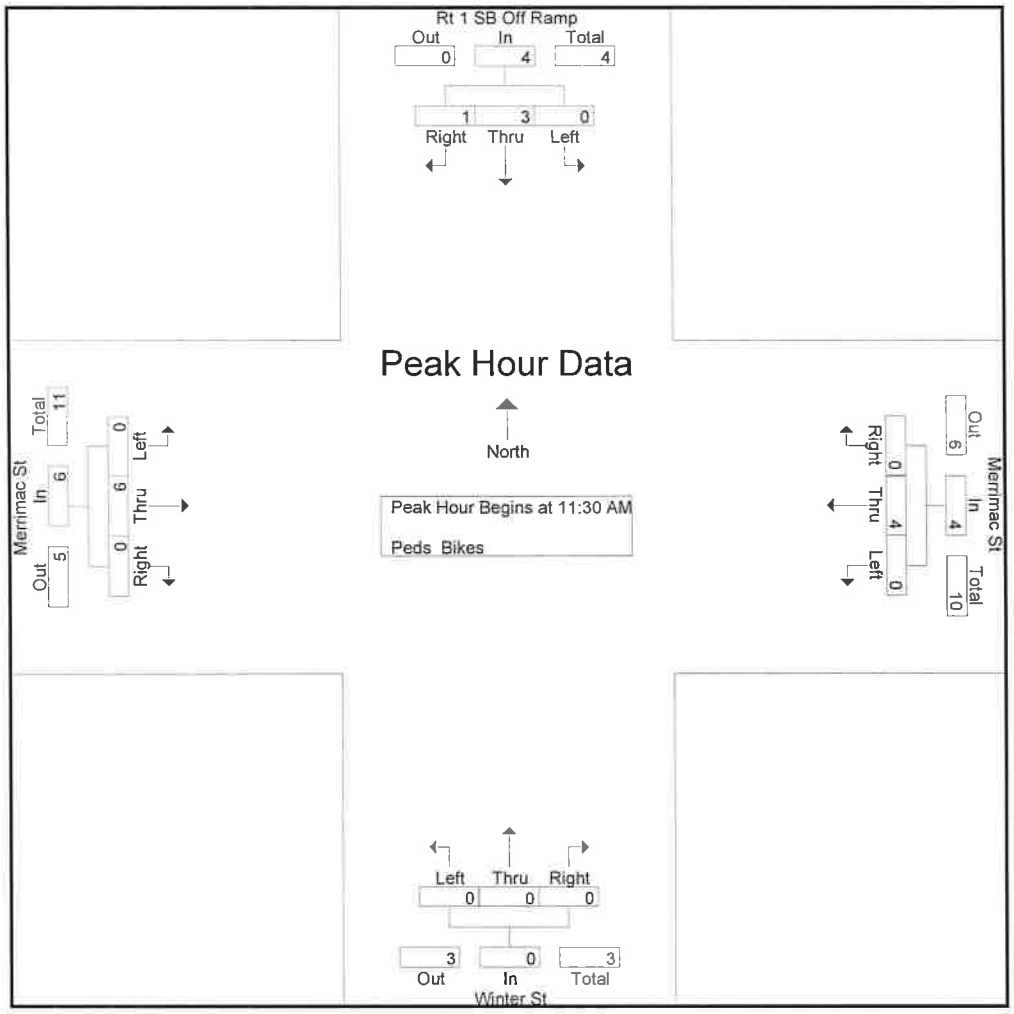
I/S Street : Rte 1 SB Off / Winter St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 14

	Rt 1 SB Off Ramp From North				Merrimac St From East				Winter St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
11:45 AM	0	1	0	1	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	**6**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM	0	**2**	**1**	**3**	0	1	0	1	0	0	0	0	0	0	0	0	4
Total Volume	0	3	1	4	0	4	0	4	0	0	0	0	0	6	0	6	14
% App. Total	0	75	25		0	100	0		0	0	0		0	100	0		
PHF	.000	.375	.250	.333	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.583

N/S Street : Rte 1 SB Off / Winter St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:00 AM				11:00 AM				01:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
+15 mins.	0	2	1	3	1	0	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	1	2	0	3	0	2	0	2	0	0	0	0	0	4	0	4
Total Volume	1	4	1	6	1	3	0	4	0	0	0	0	0	6	3	9
% App. Total	16.7	66.7	16.7		25	75	0		0	0	0		0	66.7	33.3	
PHF	.250	.500	.250	.500	.250	.375	.000	.500	.000	.000	.000	.000	.000	.375	.250	.563

I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 1

Groups Printed- Cars - Trucks

	Rt 1 NB On Ramp From North			Merrimac St From East			Summer St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	40	25	4	10	11	11	57	0	158
07:15 AM	0	0	0	0	53	18	8	5	13	8	76	0	181
07:30 AM	0	0	0	0	60	23	8	11	20	12	104	0	238
07:45 AM	0	0	0	0	68	22	10	12	16	10	137	0	275
Total	0	0	0	0	221	88	30	38	60	41	374	0	852
08:00 AM	0	0	0	0	64	27	13	6	19	13	140	0	282
08:15 AM	0	0	0	0	78	46	6	9	27	11	119	0	296
08:30 AM	0	0	0	0	65	31	12	7	24	14	142	0	295
08:45 AM	0	0	0	0	95	34	14	11	29	15	197	0	395
Total	0	0	0	0	302	138	45	33	99	53	598	0	1268
Grand Total	0	0	0	0	523	226	75	71	159	94	972	0	2120
Apprch %	0	0	0	0	69.8	30.2	24.6	23.3	52.1	8.8	91.2	0	
Total %	0	0	0	0	24.7	10.7	3.5	3.3	7.5	4.4	45.8	0	
Cars	0	0	0	0	506	220	72	68	147	94	961	0	2068
% Cars	0	0	0	0	96.7	97.3	96	95.8	92.5	100	98.9	0	97.5
Trucks	0	0	0	0	17	6	3	3	12	0	11	0	52
% Trucks	0	0	0	0	3.3	2.7	4	4.2	7.5	0	1.1	0	2.5

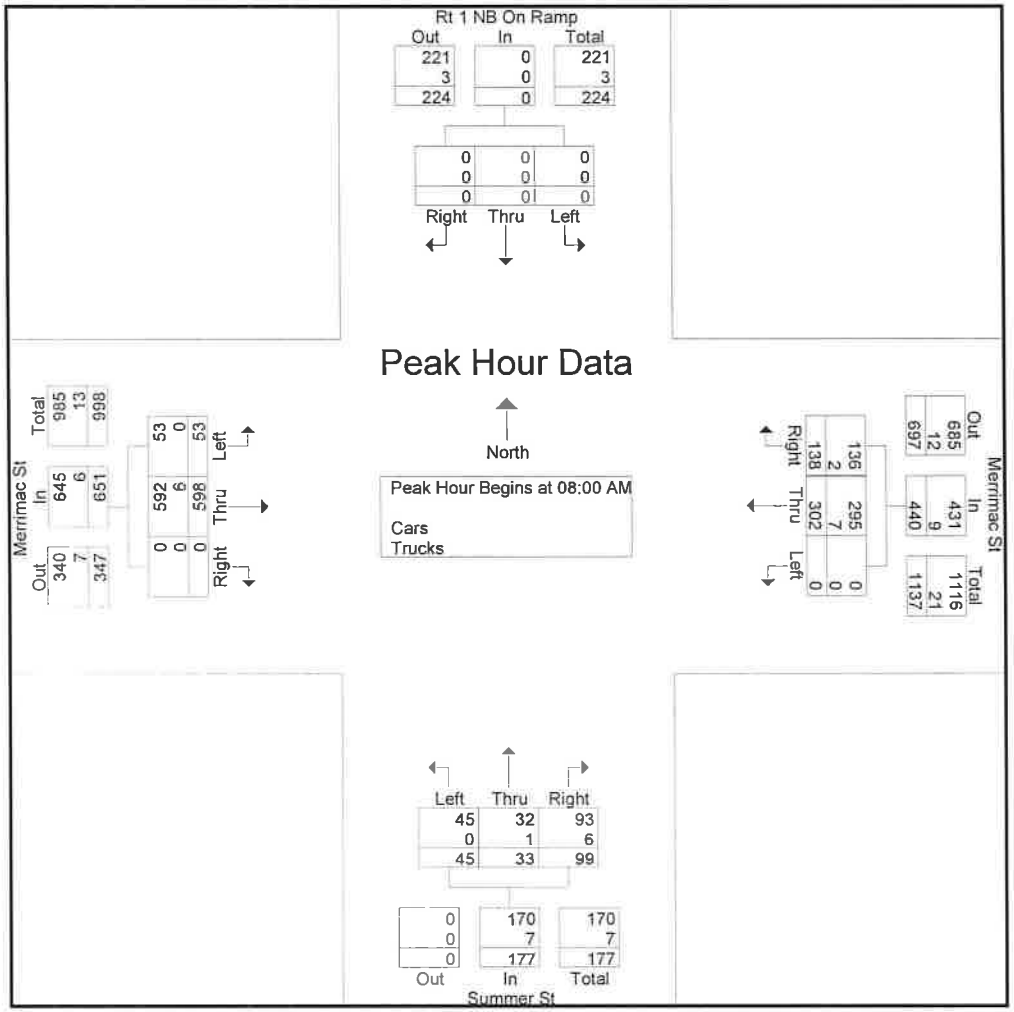
I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 2

	Rt 1 NB On Ramp From North				Merrimac St From East				Summer St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	64	27	91	13	6	19	38	13	140	0	153	282
08:15 AM	0	0	0	0	0	78	**46**	124	6	9	27	42	11	119	0	130	296
08:30 AM	0	0	0	0	0	65	31	96	12	7	24	43	14	142	0	156	295
08:45 AM	0	0	0	0	0	**95**	34	**129**	**14**	**11**	**29**	**54**	**15**	**197**	0	**212**	**395**
Total Volume	0	0	0	0	0	302	138	440	45	33	99	177	53	598	0	651	1268
% App. Total	0	0	0		0	68.6	31.4		25.4	18.6	55.9		8.1	91.9	0		
PHF	.000	.000	.000	.000	.000	.795	.750	.853	.804	.750	.853	.819	.883	.759	.000	.768	.803
Cars	0	0	0	0	0	295	136	431	45	32	93	170	53	592	0	645	1246
% Cars	0	0	0	0	0	97.7	98.6	98.0	100	97.0	93.9	96.0	100	99.0	0	99.1	98.3
Trucks	0	0	0	0	0	7	2	9	0	1	6	7	0	6	0	6	22
% Trucks	0	0	0	0	0	2.3	1.4	2.0	0	3.0	6.1	4.0	0	1.0	0	0.9	1.7

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	64	27	91	13	6	19	38	13	140	0	153
+15 mins.	0	0	0	0	0	78	**46**	124	6	9	27	42	11	119	0	130
+30 mins.	0	0	0	0	0	65	31	96	12	7	24	43	14	142	0	156
+45 mins.	0	0	0	0	0	**95**	34	**129**	**14**	**11**	**29**	**54**	**15**	**197**	0	**212**
Total Volume	0	0	0	0	0	302	138	440	45	33	99	177	53	598	0	651
% App. Total	0	0	0		0	68.6	31.4		25.4	18.6	55.9		8.1	91.9	0	

I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 5

Groups Printed- Cars

	Rt 1 NB On Ramp From North			Merrimac St From East			Summer St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	36	25	3	10	10	11	55	0	150
07:15 AM	0	0	0	0	51	17	7	5	10	8	76	0	174
07:30 AM	0	0	0	0	57	21	7	9	19	12	104	0	229
07:45 AM	0	0	0	0	67	21	10	12	15	10	134	0	269
Total	0	0	0	0	211	84	27	36	54	41	369	0	822
08:00 AM	0	0	0	0	62	26	13	5	18	13	139	0	276
08:15 AM	0	0	0	0	77	46	6	9	25	11	117	0	291
08:30 AM	0	0	0	0	64	31	12	7	23	14	141	0	292
08:45 AM	0	0	0	0	92	33	14	11	27	15	195	0	387
Total	0	0	0	0	295	136	45	32	93	53	592	0	1246
Grand Total	0	0	0	0	506	220	72	68	147	94	961	0	2068
Apprch %	0	0	0	0	69.7	30.3	25.1	23.7	51.2	8.9	91.1	0	
Total %	0	0	0	0	24.5	10.6	3.5	3.3	7.1	4.5	46.5	0	

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 9

Groups Printed- Trucks

	Rt 1 NB On Ramp From North			Merrimac St From East			Summer St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	4	0	1	0	1	0	2	0	8
07:15 AM	0	0	0	0	2	1	1	0	3	0	0	0	7
07:30 AM	0	0	0	0	3	2	1	2	1	0	0	0	9
07:45 AM	0	0	0	0	1	1	0	0	1	0	3	0	6
Total	0	0	0	0	10	4	3	2	6	0	5	0	30
08:00 AM	0	0	0	0	2	1	0	1	1	0	1	0	6
08:15 AM	0	0	0	0	1	0	0	0	2	0	2	0	5
08:30 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
08:45 AM	0	0	0	0	3	1	0	0	2	0	2	0	8
Total	0	0	0	0	7	2	0	1	6	0	6	0	22
Grand Total	0	0	0	0	17	6	3	3	12	0	11	0	52
Apprch %	0	0	0	0	73.9	26.1	16.7	16.7	66.7	0	100	0	
Total %	0	0	0	0	32.7	11.5	5.8	5.8	23.1	0	21.2	0	

I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 13

Groups Printed- Peds Bikes

	Rt 1 NB On Ramp From North				Merrimac St From East				Summer St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
08:30 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	1	0	0	0	0	0	0	0	1	0	0	3	2	5
Grand Total	0	0	0	4	0	1	0	0	0	0	0	2	0	1	0	0	6	2	8
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	50	0		0	0	0		0	50	0		75	25	

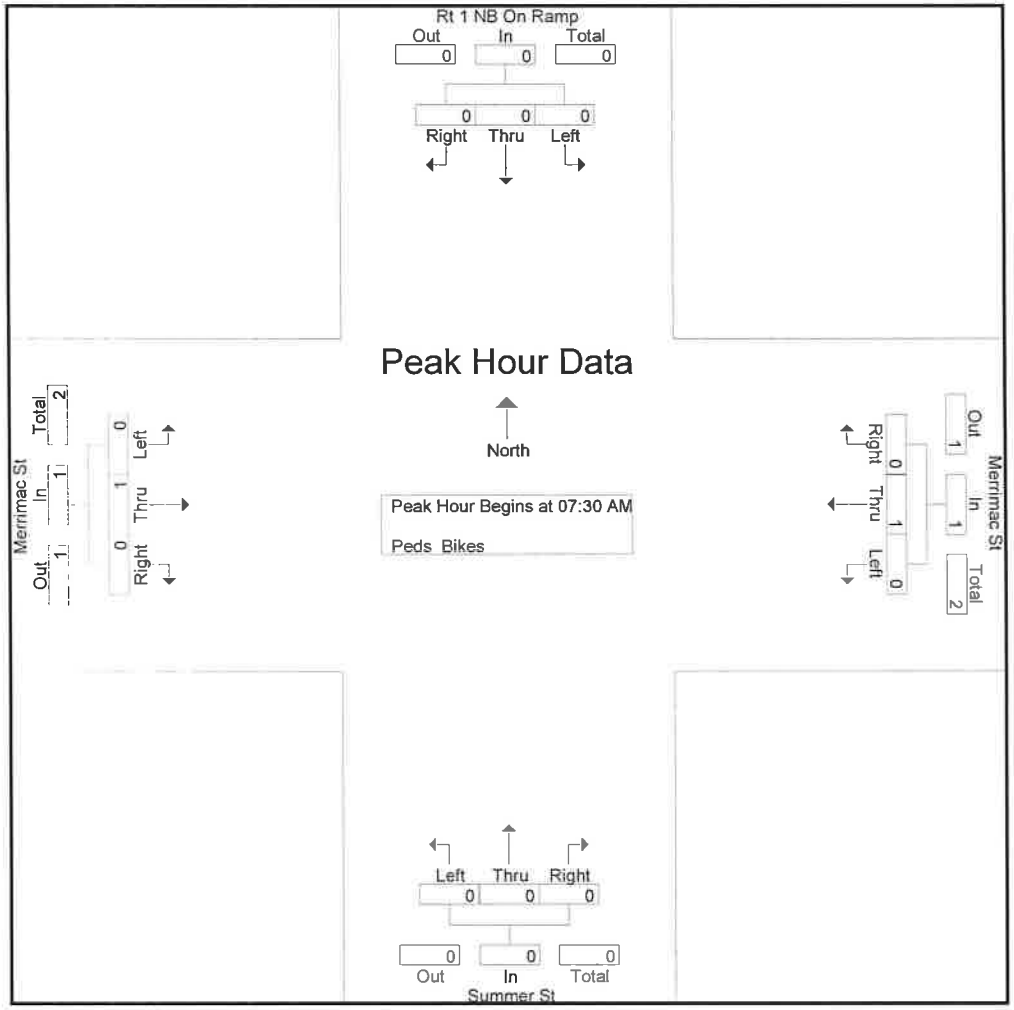
I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 14

	Rt 1 NB On Ramp From North				Merrimac St From East				Summer St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 15



'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 1

Groups Printed- Cars - Trucks

	Rt 1 NB On Ramp From North			Merrimac St From East			Summer St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	121	66	18	22	20	21	139	0	407
04:15 PM	0	0	0	0	96	48	11	25	22	31	124	0	357
04:30 PM	0	0	0	0	95	61	9	16	22	24	127	0	354
04:45 PM	0	0	0	0	102	49	9	21	23	12	128	0	344
Total	0	0	0	0	414	224	47	84	87	88	518	0	1462
05:00 PM	0	0	0	0	122	56	7	27	25	41	156	0	434
05:15 PM	0	0	0	0	88	46	10	25	27	28	142	0	366
05:30 PM	0	0	0	0	100	42	10	19	29	26	129	0	355
05:45 PM	0	0	0	0	89	50	17	27	16	28	151	0	378
Total	0	0	0	0	399	194	44	98	97	123	578	0	1533
Grand Total	0	0	0	0	813	418	91	182	184	211	1096	0	2995
Apprch %	0	0	0	0	66	34	19.9	39.8	40.3	16.1	83.9	0	
Total %	0	0	0	0	27.1	14	3	6.1	6.1	7	36.6	0	
Cars	0	0	0	0	811	418	91	178	174	210	1095	0	2977
% Cars	0	0	0	0	99.8	100	100	97.8	94.6	99.5	99.9	0	99.4
Trucks	0	0	0	0	2	0	0	4	10	1	1	0	18
% Trucks	0	0	0	0	0.2	0	0	2.2	5.4	0.5	0.1	0	0.6

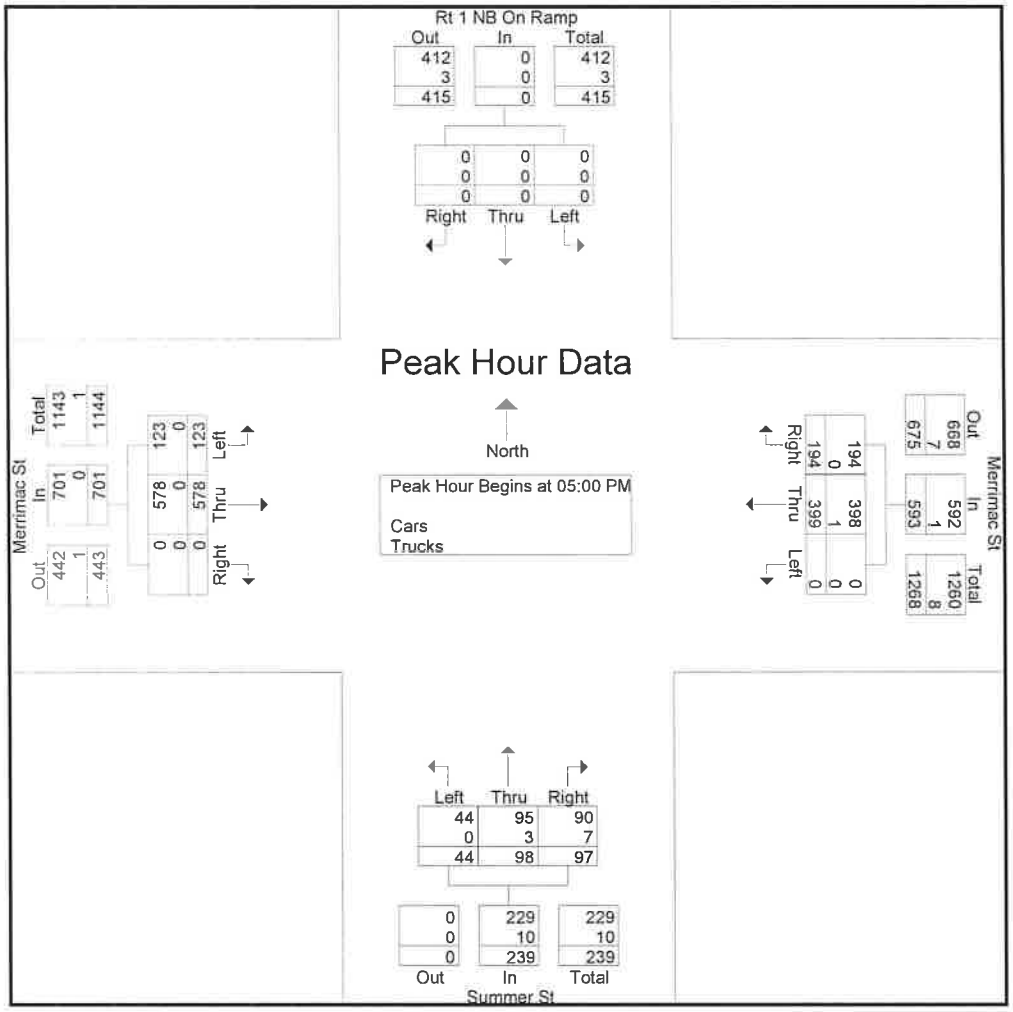
I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 2

	Rt 1 NB On Ramp From North				Merrimac St From East				Summer St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**122**	**56**	**178**	7	**27**	25	59	**41**	**156**	0	**197**	**434**
05:15 PM	0	0	0	0	0	88	46	134	10	25	27	**62**	28	142	0	170	366
05:30 PM	0	0	0	0	0	100	42	142	10	19	**29**	58	26	129	0	155	355
05:45 PM	0	0	0	0	0	89	50	139	**17**	27	16	60	28	151	0	179	378
Total Volume	0	0	0	0	0	399	194	593	44	98	97	239	123	578	0	701	1533
% App. Total	0	0	0		0	67.3	32.7		18.4	41	40.6		17.5	82.5	0		
PHF	.000	.000	.000	.000	.000	.818	.866	.833	.647	.907	.836	.964	.750	.926	.000	.890	.883
Cars	0	0	0	0	0	398	194	592	44	95	90	229	123	578	0	701	1522
% Cars	0	0	0	0	0	99.7	100	99.8	100	96.9	92.8	95.8	100	100	0	100	99.3
Trucks	0	0	0	0	0	1	0	1	0	3	7	10	0	0	0	0	11
% Trucks	0	0	0	0	0	0.3	0	0.2	0	3.1	7.2	4.2	0	0	0	0	0.7

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**121**	**66**	**187**	7	**27**	25	59	**41**	**156**	0	**197**
+15 mins.	0	0	0	0	0	96	48	144	10	25	27	**62**	28	142	0	170
+30 mins.	0	0	0	0	0	95	61	156	10	19	**29**	58	26	129	0	155
+45 mins.	0	0	0	0	0	102	49	151	**17**	27	16	60	28	151	0	179
Total Volume	0	0	0	0	0	414	224	638	44	98	97	239	123	578	0	701
% App. Total	0	0	0		0	64.9	35.1		18.4	41	40.6		17.5	82.5	0	

I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 5

Groups Printed- Cars

	Rt 1 NB On Ramp From North			Merrimac St From East			Summer St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	121	66	18	22	19	21	139	0	406
04:15 PM	0	0	0	0	95	48	11	24	21	31	123	0	353
04:30 PM	0	0	0	0	95	61	9	16	21	23	127	0	352
04:45 PM	0	0	0	0	102	49	9	21	23	12	128	0	344
Total	0	0	0	0	413	224	47	83	84	87	517	0	1455
05:00 PM	0	0	0	0	122	56	7	26	23	41	156	0	431
05:15 PM	0	0	0	0	88	46	10	25	26	28	142	0	365
05:30 PM	0	0	0	0	99	42	10	18	26	26	129	0	350
05:45 PM	0	0	0	0	89	50	17	26	15	28	151	0	376
Total	0	0	0	0	398	194	44	95	90	123	578	0	1522
Grand Total	0	0	0	0	811	418	91	178	174	210	1095	0	2977
Apprch %	0	0	0	0	66	34	20.5	40.2	39.3	16.1	83.9	0	
Total %	0	0	0	0	27.2	14	3.1	6	5.8	7.1	36.8	0	

I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 9

Groups Printed- Trucks

	Rt 1 NB On Ramp From North			Merrimac St From East			Summer St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	1	1	0	1	0	4
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	3	1	1	0	7
05:00 PM	0	0	0	0	0	0	0	1	2	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
05:30 PM	0	0	0	0	1	0	0	1	3	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
Total	0	0	0	0	1	0	0	3	7	0	0	0	11
Grand Total	0	0	0	0	2	0	0	4	10	1	1	0	18
Apprch %	0	0	0	0	100	0	0	28.6	71.4	50	50	0	
Total %	0	0	0	0	11.1	0	0	22.2	55.6	5.6	5.6	0	

I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 13

Groups Printed- Peds Bikes

	Rt 1 NB On Ramp From North				Merrimac St From East				Summer St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	0	0	1	0	2	0	1	0	0	0	0	3	2	5
Total	0	0	0	1	0	0	0	1	0	2	0	4	0	0	0	0	6	2	8
05:00 PM	0	0	0	4	0	0	0	0	0	1	0	2	0	1	0	0	6	2	8
05:15 PM	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	3	1	4
05:30 PM	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	5	0	5
05:45 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4	0	4
Total	0	0	0	7	0	1	0	5	0	1	0	6	0	1	0	0	18	3	21
Grand Total	0	0	0	8	0	1	0	6	0	3	0	10	0	1	0	0	24	5	29
Apprch %	0	0	0		0	100	0		0	100	0		0	100	0				
Total %	0	0	0		0	20	0		0	60	0		0	20	0		82.8	17.2	

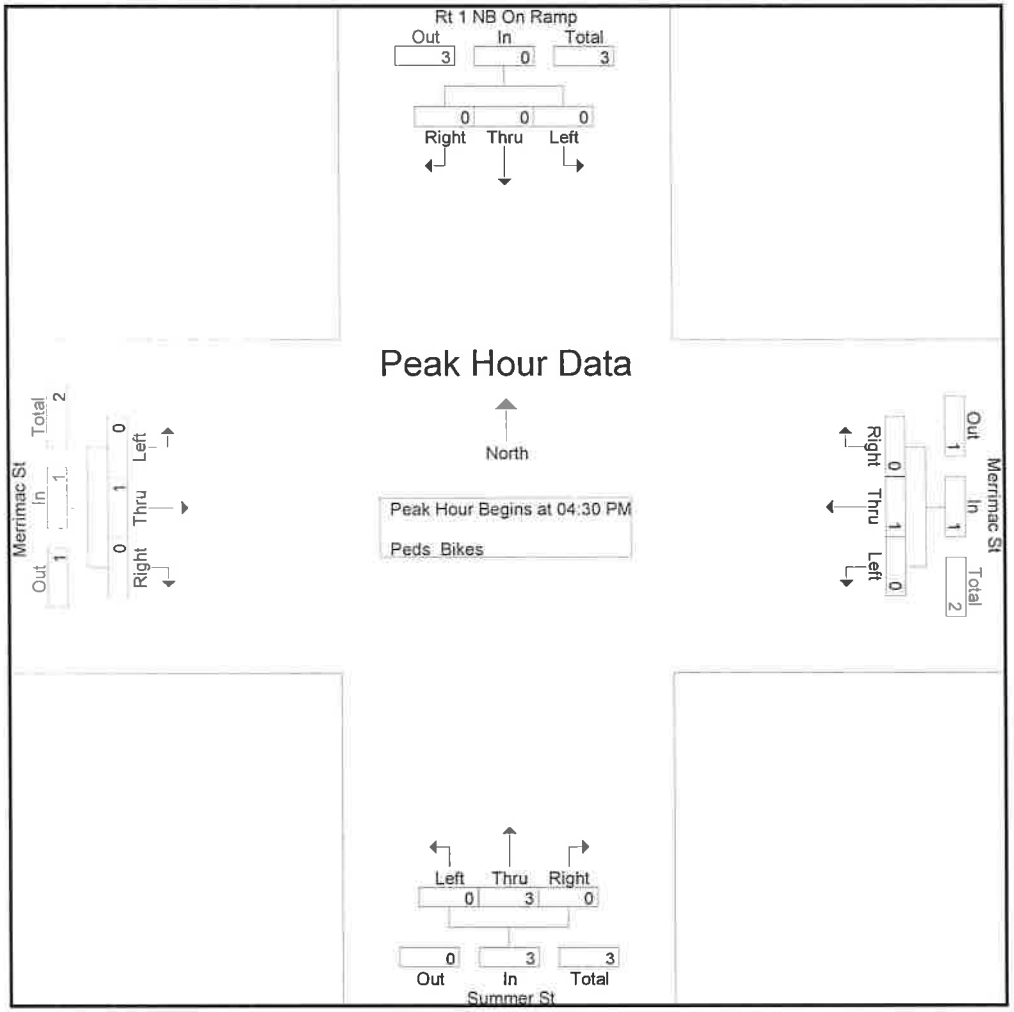
I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 14

	Rt 1 NB On Ramp From North				Merrimac St From East				Summer St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**	2
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	3	0	3	0	1	0	1	5
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.375	.000	.375	.000	.250	.000	.250	.625

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	**1**	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	3	0	3	0	1	0	1
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	

Accurate Counts
978-664-2565

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 1

Groups Printed- Cars - Trucks

	Rt 1 NB On Ramp From North			Merrimac St From East			Summer St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	80	47	18	16	27	29	147	0	364
11:15 AM	0	0	0	0	84	52	14	17	34	29	153	0	383
11:30 AM	0	0	0	0	72	40	9	17	39	26	158	0	361
11:45 AM	0	0	0	0	76	42	8	25	25	22	147	0	345
Total	0	0	0	0	312	181	49	75	125	106	605	0	1453
12:00 PM	0	0	0	0	90	51	10	35	24	29	129	0	368
12:15 PM	0	0	0	0	83	56	2	19	28	32	140	0	360
12:30 PM	0	0	0	0	77	63	11	31	47	30	109	0	368
12:45 PM	0	0	0	0	79	53	10	25	34	33	92	0	326
Total	0	0	0	0	329	223	33	110	133	124	470	0	1422
01:00 PM	0	0	0	0	76	42	7	27	36	27	132	0	347
01:15 PM	0	0	0	0	87	51	12	32	18	24	117	0	341
01:30 PM	0	0	0	0	86	63	11	28	35	28	84	0	335
01:45 PM	0	0	0	0	80	50	9	31	28	36	112	0	346
Total	0	0	0	0	329	206	39	118	117	115	445	0	1369
Grand Total	0	0	0	0	970	610	121	303	375	345	1520	0	4244
Apprch %	0	0	0	0	61.4	38.6	15.1	37.9	46.9	18.5	81.5	0	
Total %	0	0	0	0	22.9	14.4	2.9	7.1	8.8	8.1	35.8	0	
Cars	0	0	0	0	964	607	116	301	358	342	1514	0	4202
% Cars	0	0	0	0	99.4	99.5	95.9	99.3	95.5	99.1	99.6	0	99
Trucks	0	0	0	0	6	3	5	2	17	3	6	0	42
% Trucks	0	0	0	0	0.6	0.5	4.1	0.7	4.5	0.9	0.4	0	1

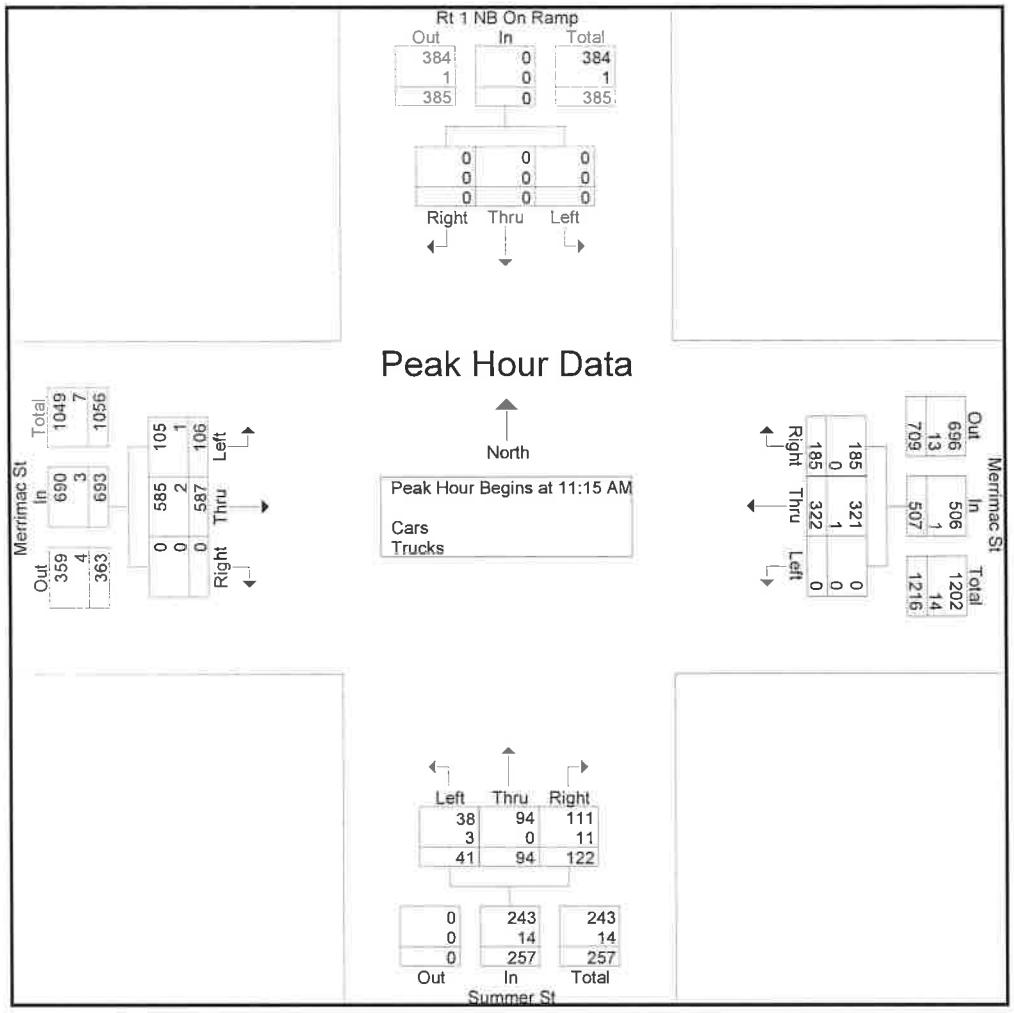
N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 2

	Rt 1 NB On Ramp From North				Merrimac St From East				Summer St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	0	0	0	84	**52**	136	**14**	17	34	65	**29**	153	0	182	**383**
11:30 AM	0	0	0	0	0	72	40	112	9	17	**39**	65	26	**158**	0	**184**	361
11:45 AM	0	0	0	0	0	76	42	118	8	25	25	58	22	147	0	169	345
12:00 PM	0	0	0	0	0	**90**	51	**141**	10	**35**	24	**69**	29	129	0	158	368
Total Volume	0	0	0	0	0	322	185	507	41	94	122	257	106	587	0	693	1457
% App. Total	0	0	0		0	63.5	36.5		16	36.6	47.5		15.3	84.7	0		
PHF	.000	.000	.000	.000	.000	.894	.889	.899	.732	.671	.782	.931	.914	.929	.000	.942	.951
Cars	0	0	0	0	0	321	185	506	38	94	111	243	105	585	0	690	1439
% Cars	0	0	0	0	0	99.7	100	99.8	92.7	100	91.0	94.6	99.1	99.7	0	99.6	98.8
Trucks	0	0	0	0	0	1	0	1	3	0	11	14	1	2	0	3	18
% Trucks	0	0	0	0	0	0.3	0	0.2	7.3	0	9.0	5.4	0.9	0.3	0	0.4	1.2

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				12:00 PM				12:30 PM				11:00 AM			
+0 mins.	0	0	0	0	0	**90**	51	**141**	11	31	**47**	**89**	**29**	147	0	176
+15 mins.	0	0	0	0	0	83	56	139	10	25	34	69	29	153	0	182
+30 mins.	0	0	0	0	0	77	**63**	140	7	27	36	70	26	**158**	0	**184**
+45 mins.	0	0	0	0	0	79	53	132	**12**	**32**	18	62	22	147	0	169
Total Volume	0	0	0	0	0	329	223	552	40	115	135	290	106	605	0	711
% App. Total	0	0	0		0	59.6	40.4		13.8	39.7	46.6		14.9	85.1	0	
PHF	.000	.000	.000	.000	.000	.914	.885	.979	.833	.898	.718	.815	.914	.957	.000	.966

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 5

Groups Printed- Cars

	Rt 1 NB On Ramp From North			Merrimac St From East			Summer St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	80	46	18	15	27	28	146	0	360
11:15 AM	0	0	0	0	83	52	12	17	27	29	152	0	372
11:30 AM	0	0	0	0	72	40	9	17	37	26	158	0	359
11:45 AM	0	0	0	0	76	42	7	25	23	22	146	0	341
Total	0	0	0	0	311	180	46	74	114	105	602	0	1432
12:00 PM	0	0	0	0	90	51	10	35	24	28	129	0	367
12:15 PM	0	0	0	0	82	55	2	19	28	31	140	0	357
12:30 PM	0	0	0	0	75	62	10	31	44	30	108	0	360
12:45 PM	0	0	0	0	79	53	10	24	33	33	91	0	323
Total	0	0	0	0	326	221	32	109	129	122	468	0	1407
01:00 PM	0	0	0	0	76	42	6	27	36	27	132	0	346
01:15 PM	0	0	0	0	86	51	12	32	17	24	117	0	339
01:30 PM	0	0	0	0	85	63	11	28	34	28	83	0	332
01:45 PM	0	0	0	0	80	50	9	31	28	36	112	0	346
Total	0	0	0	0	327	206	38	118	115	115	444	0	1363
Grand Total	0	0	0	0	964	607	116	301	358	342	1514	0	4202
Apprch %	0	0	0	0	61.4	38.6	15	38.8	46.2	18.4	81.6	0	
Total %	0	0	0	0	22.9	14.4	2.8	7.2	8.5	8.1	36	0	

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 9

Groups Printed- Trucks

	Rt 1 NB On Ramp From North			Merrimac St From East			Summer St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	1	0	1	0	1	1	0	4
11:15 AM	0	0	0	0	1	0	2	0	7	0	1	0	11
11:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
11:45 AM	0	0	0	0	0	0	1	0	2	0	1	0	4
Total	0	0	0	0	1	1	3	1	11	1	3	0	21
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15 PM	0	0	0	0	1	1	0	0	0	1	0	0	3
12:30 PM	0	0	0	0	2	1	1	0	3	0	1	0	8
12:45 PM	0	0	0	0	0	0	0	1	1	0	1	0	3
Total	0	0	0	0	3	2	1	1	4	2	2	0	15
01:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
01:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
01:30 PM	0	0	0	0	1	0	0	0	1	0	1	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	1	0	2	0	1	0	6
Grand Total	0	0	0	0	6	3	5	2	17	3	6	0	42
Apprch %	0	0	0	0	66.7	33.3	20.8	8.3	70.8	33.3	66.7	0	
Total %	0	0	0	0	14.3	7.1	11.9	4.8	40.5	7.1	14.3	0	

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 13

Groups Printed- Peds Bikes

Start Time	Rt 1 NB On Ramp From North				Merrimac St From East				Summer St From South				Merrimac St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
11:00 AM	0	0	0	0	0	1	0	3	0	1	0	3	0	0	0	0	6	2	8
11:15 AM	0	0	0	2	0	1	0	2	0	0	0	4	0	1	0	0	8	2	10
11:30 AM	0	0	0	5	0	1	0	11	0	0	0	4	0	3	0	0	20	4	24
11:45 AM	0	0	0	0	0	1	1	0	0	0	0	15	0	4	0	0	15	6	21
Total	0	0	0	7	0	4	1	16	0	1	0	26	0	8	0	0	49	14	63
12:00 PM	1	0	0	6	0	1	1	0	0	0	0	8	0	1	0	0	14	4	18
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0	9	1	10
12:30 PM	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	7	0	7
12:45 PM	0	0	0	1	0	0	1	0	0	0	0	13	0	2	0	0	14	3	17
Total	1	0	0	9	0	2	2	0	0	0	0	35	0	3	0	0	44	8	52
01:00 PM	0	0	0	8	0	1	0	1	0	0	0	2	0	1	0	0	11	2	13
01:15 PM	0	0	0	1	0	1	0	0	0	0	0	16	0	1	0	0	17	2	19
01:30 PM	0	0	0	2	0	1	0	3	0	0	0	3	0	0	0	0	8	1	9
01:45 PM	0	0	0	4	0	0	0	0	0	0	0	4	0	5	0	0	8	5	13
Total	0	0	0	15	0	3	0	4	0	0	0	25	0	7	0	0	44	10	54
Grand Total	1	0	0	31	0	9	3	20	0	1	0	86	0	18	0	0	137	32	169
Apprch %	100	0	0		0	75	25		0	100	0		0	100	0				
Total %	3.1	0	0		0	28.1	9.4		0	3.1	0		0	56.2	0		81.1	18.9	

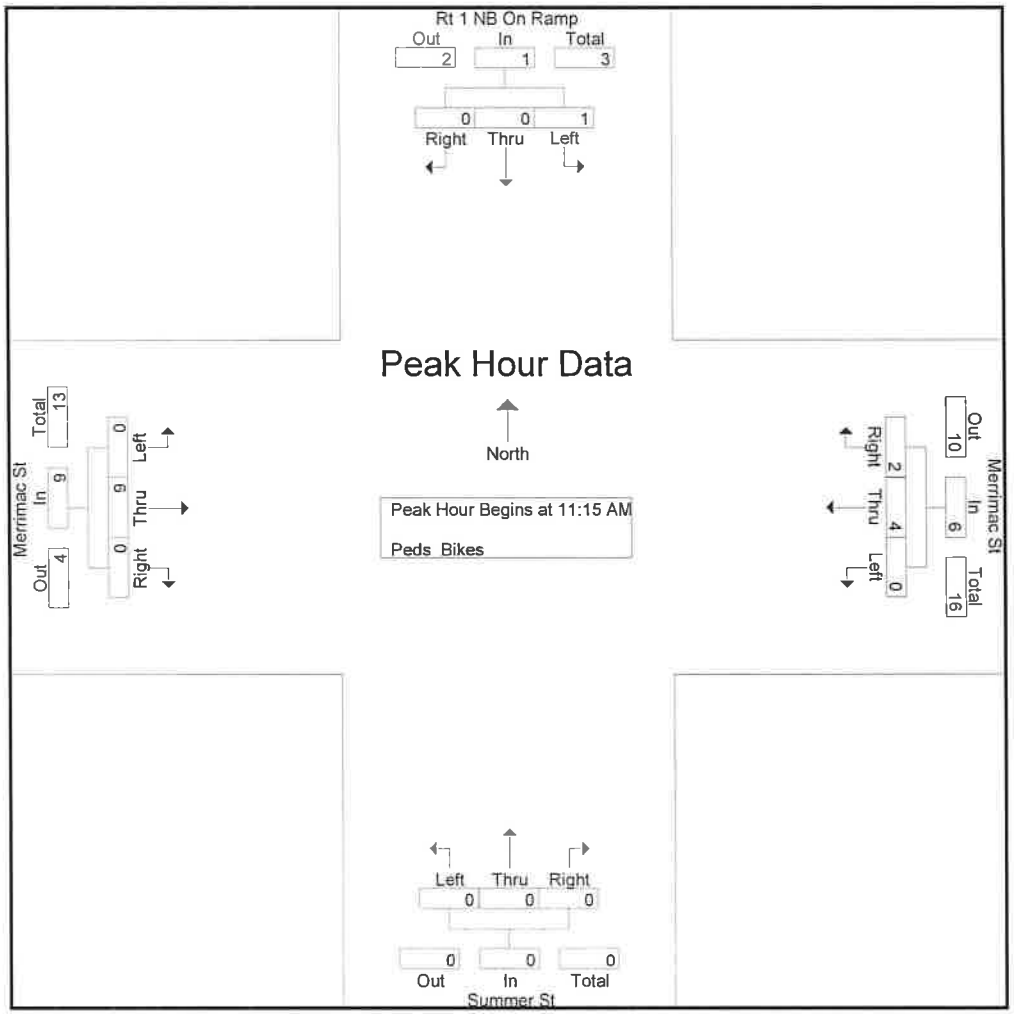
I/S Street : Rte 1 NB On / Summer St
:/W Street : Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 14

	Rt 1 NB On Ramp From North				Merrimac St From East				Summer St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	2
11:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
11:45 AM	0	0	0	0	0	1	**1**	**2**	0	0	0	0	0	**4**	0	**4**	**6**
12:00 PM	**1**	0	0	**1**	0	1	1	2	0	0	0	0	0	1	0	1	4
Total Volume	1	0	0	1	0	4	2	6	0	0	0	0	0	9	0	9	16
% App. Total	100	0	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	1.00	.500	.750	.000	.000	.000	.000	.000	.563	.000	.563	.667

N/S Street : Rte 1 NB On / Summer St
E/W Street : Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:15 AM				11:15 AM				11:00 AM				11:15 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	**1**	0	**1**	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	**1**	**2**	0	0	0	0	0	**4**	0	**4**
+45 mins.	**1**	0	0	1	0	1	1	2	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	4	2	6	0	1	0	1	0	9	0	9
% App. Total	100	0	0		0	66.7	33.3		0	100	0		0	100	0	
PHF	.250	.000	.000	.250	.000	1.000	.500	.750	.000	.250	.000	.250	.000	.563	.000	.563

Accurate Counts
978-664-2565

I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 1

Groups Printed- Cars - Trucks

	Tournament Wharf From North			Merrimac St From East			Market St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	0	53	1	1	0	3	0	68	2	130
07:15 AM	1	0	0	0	67	0	1	0	3	3	80	1	156
07:30 AM	1	0	0	0	85	1	2	0	3	0	109	6	207
07:45 AM	0	0	1	1	81	2	9	0	4	2	148	5	253
Total	2	0	3	1	286	4	13	0	13	5	405	14	746
08:00 AM	0	0	0	2	86	0	3	0	5	3	158	8	265
08:15 AM	0	0	4	3	111	1	6	1	7	2	126	7	268
08:30 AM	0	0	3	1	83	1	4	0	3	1	155	0	251
08:45 AM	0	0	4	2	121	0	1	2	6	6	206	16	364
Total	0	0	11	8	401	2	14	3	21	12	645	31	1148
Grand Total	2	0	14	9	687	6	27	3	34	17	1050	45	1894
Apprch %	12.5	0	87.5	1.3	97.9	0.9	42.2	4.7	53.1	1.5	94.4	4	
Total %	0.1	0	0.7	0.5	36.3	0.3	1.4	0.2	1.8	0.9	55.4	2.4	
Cars	2	0	14	9	672	6	27	3	34	17	1038	45	1867
% Cars	100	0	100	100	97.8	100	100	100	100	100	98.9	100	98.6
Trucks	0	0	0	0	15	0	0	0	0	0	12	0	27
% Trucks	0	0	0	0	2.2	0	0	0	0	0	1.1	0	1.4

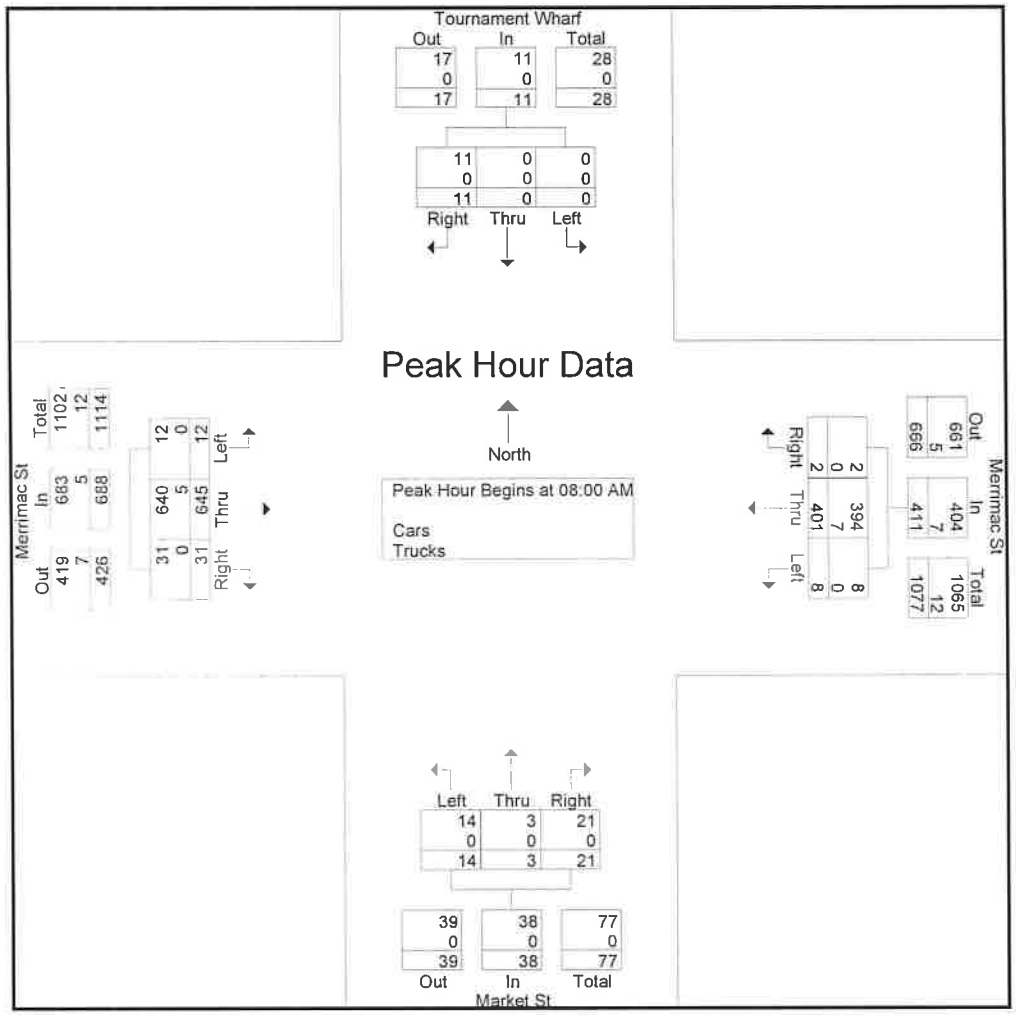
I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 2

	Tournament Wharf From North				Merrimac St From East				Market St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	2	86	0	88	3	0	5	8	3	158	8	169	265
08:15 AM	0	0	**4**	**4**	**3**	111	**1**	115	**6**	1	**7**	**14**	2	126	7	135	268
08:30 AM	0	0	3	3	1	83	1	85	4	0	3	7	1	155	0	156	251
08:45 AM	0	0	4	4	2	**121**	0	**123**	1	**2**	6	9	**6**	**206**	**16**	**228**	**364**
Total Volume	0	0	11	11	8	401	2	411	14	3	21	38	12	645	31	688	1148
% App. Total	0	0	100		1.9	97.6	0.5		36.8	7.9	55.3		1.7	93.8	4.5		
PHF	.000	.000	.688	.688	.667	.829	.500	.835	.583	.375	.750	.679	.500	.783	.484	.754	.788
Cars	0	0	11	11	8	394	2	404	14	3	21	38	12	640	31	683	1136
% Cars	0	0	100	100	100	98.3	100	98.3	100	100	100	100	100	99.2	100	99.3	99.0
Trucks	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
% Trucks	0	0	0	0	0	1.7	0	1.7	0	0	0	0	0	0.8	0	0.7	1.0

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	0	0	0	0	2	86	0	88	**9**	0	4	13	3	158	8	169
+15 mins.	0	0	**4**	**4**	**3**	111	**1**	115	3	0	5	8	2	126	7	135
+30 mins.	0	0	3	3	1	83	1	85	6	**1**	**7**	**14**	1	155	0	156
+45 mins.	0	0	4	4	2	**121**	0	**123**	4	0	3	7	**6**	**206**	**16**	228
Total Volume	0	0	11	11	8	401	2	411	22	1	19	42	12	645	31	688
% App. Total	0	0	100		1.9	97.6	0.5		52.4	2.4	45.2		1.7	93.8	4.5	

I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 5

Groups Printed- Cars

	Tournament Wharf From North			Merrimac St From East			Market St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	0	52	1	1	0	3	0	66	2	127
07:15 AM	1	0	0	0	66	0	1	0	3	3	77	1	152
07:30 AM	1	0	0	0	81	1	2	0	3	0	109	6	203
07:45 AM	0	0	1	1	79	2	9	0	4	2	146	5	249
Total	2	0	3	1	278	4	13	0	13	5	398	14	731
08:00 AM	0	0	0	2	84	0	3	0	5	3	157	8	262
08:15 AM	0	0	4	3	110	1	6	1	7	2	124	7	265
08:30 AM	0	0	3	1	82	1	4	0	3	1	155	0	250
08:45 AM	0	0	4	2	118	0	1	2	6	6	204	16	359
Total	0	0	11	8	394	2	14	3	21	12	640	31	1136
Grand Total	2	0	14	9	672	6	27	3	34	17	1038	45	1867
Apprch %	12.5	0	87.5	1.3	97.8	0.9	42.2	4.7	53.1	1.5	94.4	4.1	
Total %	0.1	0	0.7	0.5	36	0.3	1.4	0.2	1.8	0.9	55.6	2.4	

I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 9

Groups Printed- Trucks

	Tournament Wharf From North			Merrimac St From East			Market St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
07:15 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
07:30 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	8	0	0	0	0	0	7	0	15
08:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
08:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	7	0	0	0	0	0	5	0	12
Grand Total	0	0	0	0	15	0	0	0	0	0	12	0	27
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	55.6	0	0	0	0	0	44.4	0	

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 13

Groups Printed- Bikes Peds

Start Time	Tournament Wharf From North				Merrimac St From East				Market St From South				Merrimac St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	1	4	2	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	4	1	5
08:45 AM	0	0	0	3	0	0	0	0	0	0	0	2	0	1	0	0	5	1	6
Total	0	0	0	6	0	0	0	1	0	0	0	2	0	1	2	0	9	3	12
Grand Total	0	0	0	9	0	2	0	1	0	0	0	2	0	1	2	1	13	5	18
Apprch %	0	0	0		0	100	0		0	0	0		0	33.3	66.7				
Total %	0	0	0		0	40	0		0	0	0		0	20	40		72.2	27.8	

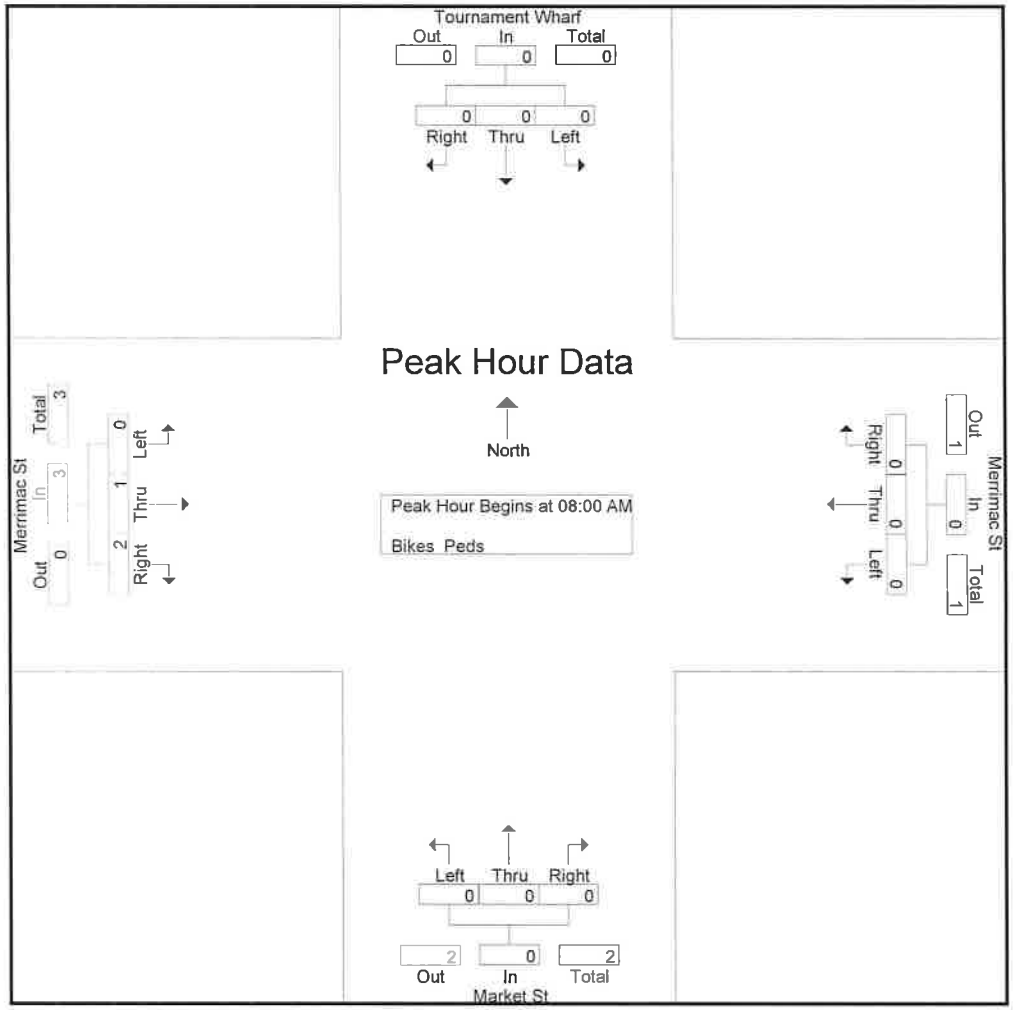
I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 14

	Tournament Wharf From North				Merrimac St From East				Market St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.750	.750

I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 15



'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	33.3	66.7	

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 1

Groups Printed- Cars - Trucks

	Tournament Wharf From North			Merrimac St From East			Market St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	6	0	7	1	171	6	5	0	7	9	145	8	365
04:15 PM	3	0	4	1	137	1	7	0	11	8	143	2	317
04:30 PM	2	0	8	0	142	3	5	0	3	5	131	2	301
04:45 PM	0	0	2	1	130	4	14	2	8	8	145	5	319
Total	11	0	21	3	580	14	31	2	29	30	564	17	1302
05:00 PM	1	0	3	2	178	0	5	2	1	8	161	5	366
05:15 PM	2	0	6	1	126	0	5	0	5	13	162	4	324
05:30 PM	0	0	6	4	126	3	6	0	4	13	140	4	306
05:45 PM	1	2	2	1	128	1	5	1	10	11	155	4	321
Total	4	2	17	8	558	4	21	3	20	45	618	17	1317
Grand Total	15	2	38	11	1138	18	52	5	49	75	1182	34	2619
Apprch %	27.3	3.6	69.1	0.9	97.5	1.5	49.1	4.7	46.2	5.8	91.6	2.6	
Total %	0.6	0.1	1.5	0.4	43.5	0.7	2	0.2	1.9	2.9	45.1	1.3	
Cars	15	2	38	11	1137	18	52	5	48	75	1181	34	2616
% Cars	100	100	100	100	99.9	100	100	100	98	100	99.9	100	99.9
Trucks	0	0	0	0	1	0	0	0	1	0	1	0	3
% Trucks	0	0	0	0	0.1	0	0	0	2	0	0.1	0	0.1

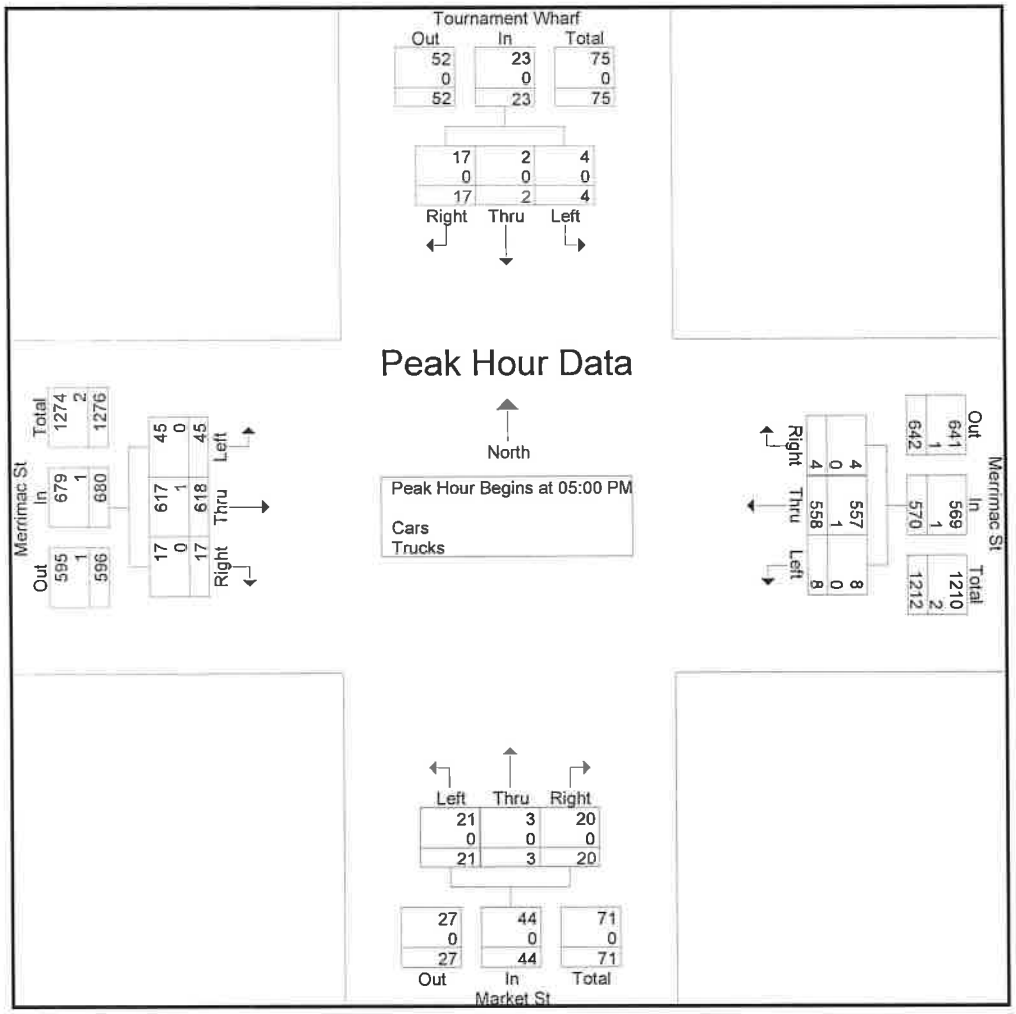
I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 2

	Tournament Wharf From North				Merrimac St From East				Market St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	3	4	2	**178**	0	**180**	5	**2**	1	8	8	161	**5**	174	**366**
05:15 PM	**2**	0	**6**	**8**	1	126	0	127	5	0	5	10	**13**	**162**	4	**179**	324
05:30 PM	0	0	6	6	**4**	126	**3**	133	**6**	0	4	10	13	140	4	157	306
05:45 PM	1	**2**	2	5	1	128	1	130	5	1	**10**	**16**	11	155	4	170	321
Total Volume	4	2	17	23	8	558	4	570	21	3	20	44	45	618	17	680	1317
% App. Total	17.4	8.7	73.9		1.4	97.9	0.7		47.7	6.8	45.5		6.6	90.9	2.5		
PHF	.500	.250	.708	.719	.500	.784	.333	.792	.875	.375	.500	.688	.865	.954	.850	.950	.900
Cars	4	2	17	23	8	557	4	569	21	3	20	44	45	617	17	679	1315
% Cars	100	100	100	100	100	99.8	100	99.8	100	100	100	100	100	99.8	100	99.9	99.8
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.2	0	0.1	0.2

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	**6**	0	7	**13**	1	137	1	139	5	0	7	12	8	161	**5**	174
+15 mins.	3	0	4	7	0	142	3	145	7	0	**11**	18	**13**	**162**	4	**179**
+30 mins.	2	0	**8**	10	1	130	**4**	135	5	0	3	8	13	140	4	157
+45 mins.	0	0	2	2	**2**	**178**	0	**180**	**14**	**2**	8	**24**	11	155	4	170
Total Volume	11	0	21	32	4	587	8	599	31	2	29	62	45	618	17	680
% App. Total	34.4	0	65.6		0.7	98	1.3		50	3.2	46.8		6.6	90.9	2.5	

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 5

Groups Printed- Cars

Start Time	Tournament Wharf From North			Merrimac St From East			Market St From South			Merrimac St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	6	0	7	1	171	6	5	0	7	9	145	8	365
04:15 PM	3	0	4	1	137	1	7	0	10	8	143	2	316
04:30 PM	2	0	8	0	142	3	5	0	3	5	131	2	301
04:45 PM	0	0	2	1	130	4	14	2	8	8	145	5	319
Total	11	0	21	3	580	14	31	2	28	30	564	17	1301
05:00 PM	1	0	3	2	178	0	5	2	1	8	161	5	366
05:15 PM	2	0	6	1	126	0	5	0	5	13	162	4	324
05:30 PM	0	0	6	4	125	3	6	0	4	13	139	4	304
05:45 PM	1	2	2	1	128	1	5	1	10	11	155	4	321
Total	4	2	17	8	557	4	21	3	20	45	617	17	1315
Grand Total	15	2	38	11	1137	18	52	5	48	75	1181	34	2616
Apprch %	27.3	3.6	69.1	0.9	97.5	1.5	49.5	4.8	45.7	5.8	91.6	2.6	
Total %	0.6	0.1	1.5	0.4	43.5	0.7	2	0.2	1.8	2.9	45.1	1.3	

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 9

Groups Printed- Trucks

	Tournament Wharf From North			Merrimac St From East			Market St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
Grand Total	0	0	0	0	1	0	0	0	1	0	1	0	3
Apprch %	0	0	0	0	100	0	0	0	100	0	100	0	
Total %	0	0	0	0	33.3	0	0	0	33.3	0	33.3	0	

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 13

Groups Printed- Bikes Peds

	Tournament Wharf From North				Merrimac St From East				Market St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	2
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	2	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	2	4
Total	0	0	0	1	0	0	1	0	0	0	0	5	0	3	0	0	6	4	10
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
05:15 PM	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	2	1	3
05:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
05:45 PM	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	0	8	0	1	0	1	1	0	0	0	0	1	0	0	9	3	12
Grand Total	0	0	0	9	0	1	1	1	1	0	0	5	0	4	0	0	15	7	22
Apprch %	0	0	0		0	50	50		100	0	0		0	100	0				
Total %	0	0	0		0	14.3	14.3		14.3	0	0		0	57.1	0		68.2	31.8	

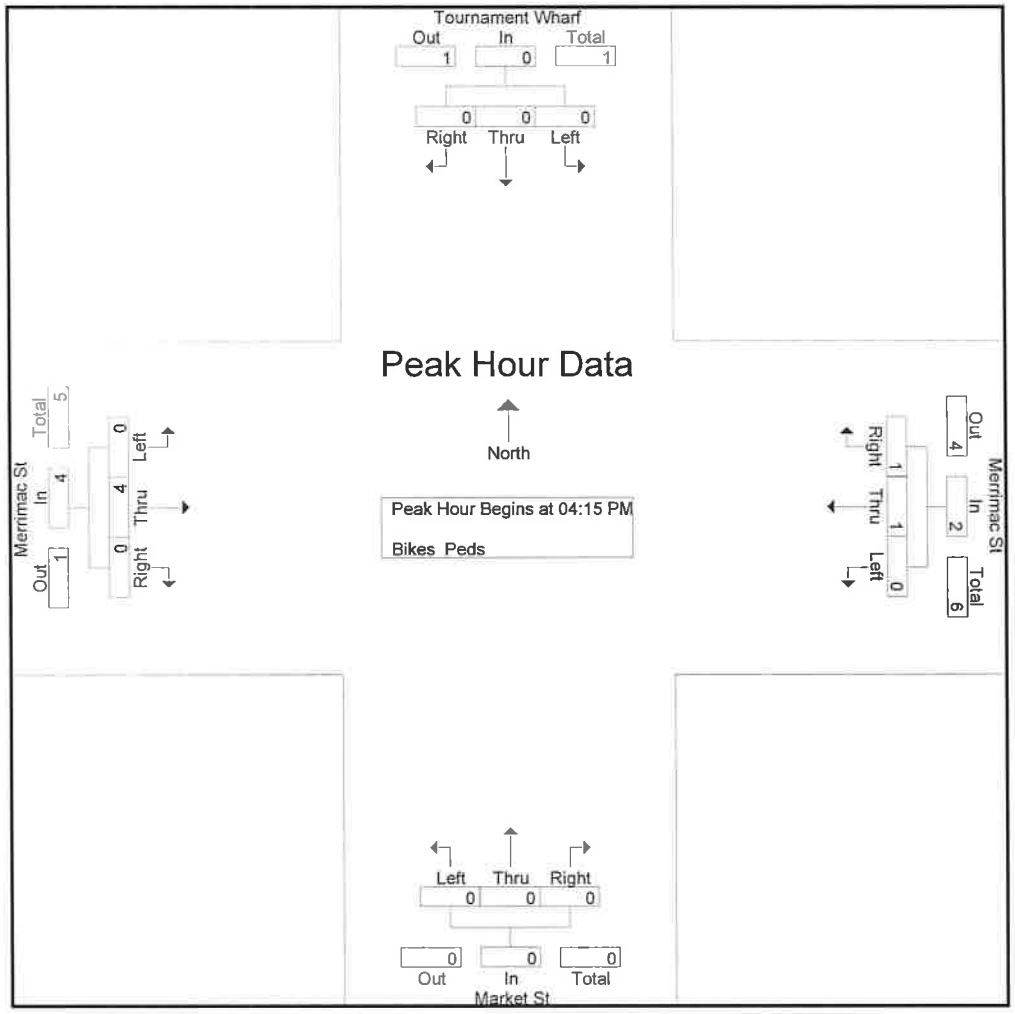
I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
;ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 14

	Tournament Wharf From North				Merrimac St From East				Market St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	4	0	4	6
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.000	.500	.000	.500	.750

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	**1**	0	1	**1**	0	0	**1**	0	1	0	1
Total Volume	0	0	0	0	0	1	1	2	1	0	0	1	0	4	0	4
% App. Total	0	0	0		0	50	50		100	0	0		0	100	0	

I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 1

Groups Printed- Cars - Trucks

	Tournament Wharf From North			Merrimac St From East			Market St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	3	0	12	2	104	2	4	1	8	10	155	7	308
11:15 AM	1	0	4	2	124	3	5	1	5	8	173	2	328
11:30 AM	0	1	3	2	104	1	8	2	7	15	174	3	320
11:45 AM	0	0	5	3	108	1	5	2	2	16	156	4	302
Total	4	1	24	9	440	7	22	6	22	49	658	16	1258
12:00 PM	0	0	6	0	133	3	9	1	7	14	129	7	309
12:15 PM	2	1	4	1	118	5	3	1	8	17	145	6	311
12:30 PM	1	1	12	3	140	2	4	2	7	14	119	12	317
12:45 PM	2	3	12	1	112	4	6	0	7	19	110	6	282
Total	5	5	34	5	503	14	22	4	29	64	503	31	1219
01:00 PM	0	1	8	1	108	1	2	2	7	18	149	7	304
01:15 PM	3	0	7	1	116	3	4	2	7	11	119	5	278
01:30 PM	3	1	13	2	125	5	4	0	9	14	101	5	282
01:45 PM	3	2	7	3	137	3	3	0	3	15	119	8	303
Total	9	4	35	7	486	12	13	4	26	58	488	25	1167
Grand Total	18	10	93	21	1429	33	57	14	77	171	1649	72	3644
Apprch %	14.9	8.3	76.9	1.4	96.4	2.2	38.5	9.5	52	9	87.2	3.8	
Total %	0.5	0.3	2.6	0.6	39.2	0.9	1.6	0.4	2.1	4.7	45.3	2	
Cars	16	10	93	21	1425	33	57	14	77	169	1645	72	3632
% Cars	88.9	100	100	100	99.7	100	100	100	100	98.8	99.8	100	99.7
Trucks	2	0	0	0	4	0	0	0	0	2	4	0	12
% Trucks	11.1	0	0	0	0.3	0	0	0	0	1.2	0.2	0	0.3

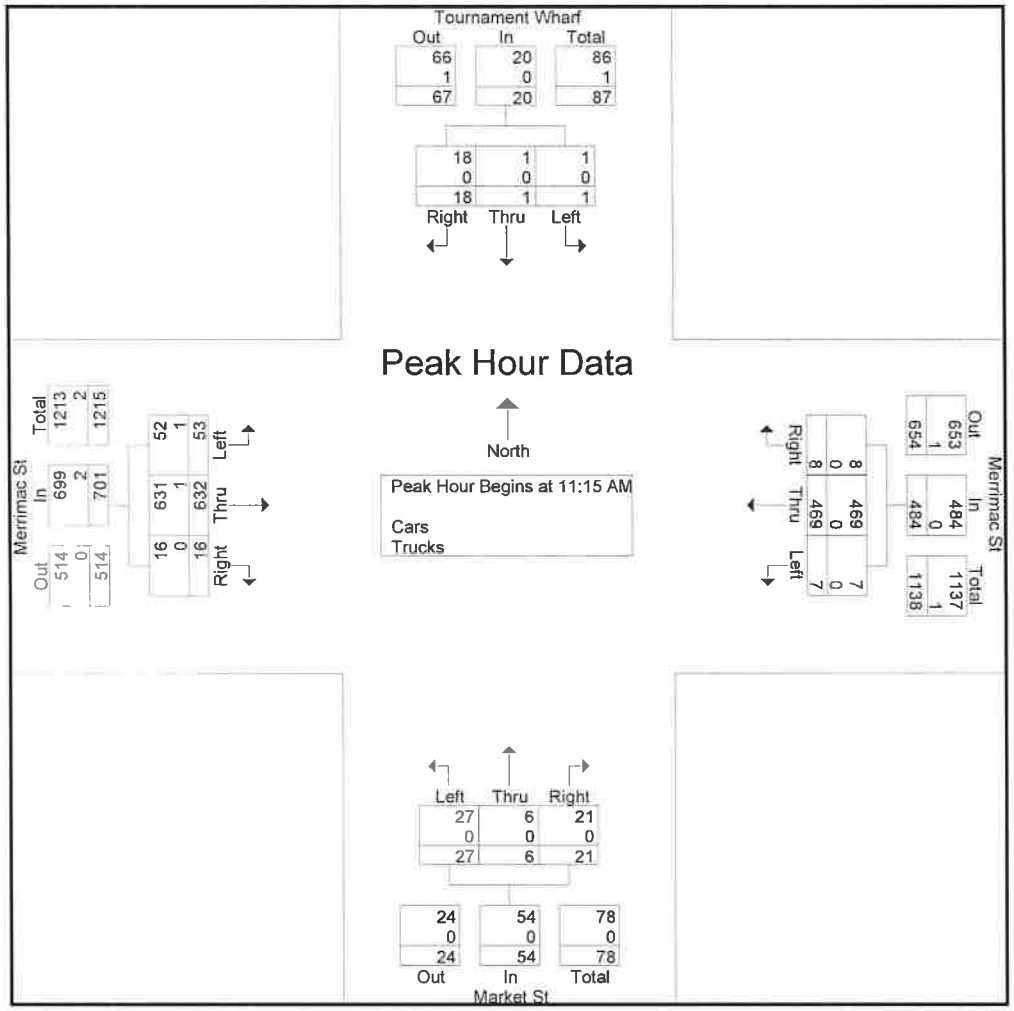
I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 2

	Tournament Wharf From North				Merrimac St From East				Market St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	**1**	0	4	5	2	124	**3**	129	5	1	5	11	8	173	2	183	**328**
11:30 AM	0	**1**	3	4	2	104	1	107	8	**2**	**7**	**17**	15	**174**	3	**192**	320
11:45 AM	0	0	5	5	**3**	108	1	112	5	2	2	9	**16**	156	4	176	302
12:00 PM	0	0	**6**	**6**	0	**133**	3	**136**	**9**	1	7	17	14	129	**7**	150	309
Total Volume	1	1	18	20	7	469	8	484	27	6	21	54	53	632	16	701	1259
% App. Total	5	5	90		1.4	96.9	1.7		50	11.1	38.9		7.6	90.2	2.3		
PHF	.250	.250	.750	.833	.583	.882	.667	.890	.750	.750	.750	.794	.828	.908	.571	.913	.960
Cars	1	1	18	20	7	469	8	484	27	6	21	54	52	631	16	699	1257
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	98.1	99.8	100	99.7	99.8
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1.9	0.2	0	0.3	0.2

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:45 PM				12:00 PM				11:30 AM				11:00 AM			
+0 mins.	2	3	12	17	0	133	3	136	8	2	7	17	10	155	7	172
+15 mins.	0	1	8	9	1	118	5	124	5	2	2	9	8	173	2	183
+30 mins.	3	0	7	10	3	140	2	145	9	1	7	17	15	174	3	192
+45 mins.	3	1	13	17	1	112	4	117	3	1	8	12	16	156	4	176
Total Volume	8	5	40	53	5	503	14	522	25	6	24	55	49	658	16	723
% App. Total	15.1	9.4	75.5		1	96.4	2.7		45.5	10.9	43.6		6.8	91	2.2	
PHF	.667	.417	.769	.779	.417	.898	.700	.900	.694	.750	.750	.809	.766	.945	.571	.941

I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 5

Groups Printed- Cars

	Tournament Wharf From North			Merrimac St From East			Market St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	3	0	12	2	104	2	4	1	8	10	153	7	306
11:15 AM	1	0	4	2	124	3	5	1	5	8	173	2	328
11:30 AM	0	1	3	2	104	1	8	2	7	15	174	3	320
11:45 AM	0	0	5	3	108	1	5	2	2	15	155	4	300
Total	4	1	24	9	440	7	22	6	22	48	655	16	1254
12:00 PM	0	0	6	0	133	3	9	1	7	14	129	7	309
12:15 PM	1	1	4	1	116	5	3	1	8	17	145	6	308
12:30 PM	1	1	12	3	138	2	4	2	7	14	119	12	315
12:45 PM	2	3	12	1	112	4	6	0	7	19	110	6	282
Total	4	5	34	5	499	14	22	4	29	64	503	31	1214
01:00 PM	0	1	8	1	108	1	2	2	7	18	149	7	304
01:15 PM	3	0	7	1	116	3	4	2	7	10	119	5	277
01:30 PM	2	1	13	2	125	5	4	0	9	14	100	5	280
01:45 PM	3	2	7	3	137	3	3	0	3	15	119	8	303
Total	8	4	35	7	486	12	13	4	26	57	487	25	1164
Grand Total	16	10	93	21	1425	33	57	14	77	169	1645	72	3632
Apprch %	13.4	8.4	78.2	1.4	96.3	2.2	38.5	9.5	52	9	87.2	3.8	
Total %	0.4	0.3	2.6	0.6	39.2	0.9	1.6	0.4	2.1	4.7	45.3	2	

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 9

Groups Printed- Trucks

	Tournament Wharf From North			Merrimac St From East			Market St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
Total	0	0	0	0	0	0	0	0	0	1	3	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	2	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	4	0	0	0	0	0	0	0	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
01:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1	1	0	3
Grand Total	2	0	0	0	4	0	0	0	0	2	4	0	12
Apprch %	100	0	0	0	100	0	0	0	0	33.3	66.7	0	
Total %	16.7	0	0	0	33.3	0	0	0	0	16.7	33.3	0	

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 13

Groups Printed- Bikes Peds

	Tournament Wharf From North				Merrimac St From East				Market St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	1	0	1	0	0	0	0	0	8	0	9	0	0	9	10	19
11:15 AM	0	0	0	1	0	2	0	0	0	0	0	3	0	0	0	0	4	2	6
11:30 AM	0	0	0	8	0	0	0	0	0	0	0	1	1	2	0	0	9	3	12
11:45 AM	0	0	0	6	0	4	0	0	0	0	0	18	0	9	0	0	24	13	37
Total	0	0	0	16	0	7	0	0	0	0	0	30	1	20	0	0	46	28	74
12:00 PM	2	0	0	6	0	0	0	0	0	0	0	4	0	3	0	1	11	5	16
12:15 PM	0	0	0	2	0	1	0	2	0	0	0	4	0	0	0	0	8	1	9
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	5	0	5
12:45 PM	0	0	0	4	0	5	0	5	0	0	0	14	0	6	0	0	23	11	34
Total	2	0	0	13	0	6	0	7	0	0	0	26	0	9	0	1	47	17	64
01:00 PM	0	0	0	8	0	0	0	5	0	0	0	2	0	1	1	0	15	2	17
01:15 PM	0	0	0	2	0	0	0	0	0	0	0	19	0	2	0	1	22	2	24
01:30 PM	0	0	0	5	0	0	1	0	0	0	0	2	0	2	0	0	7	3	10
01:45 PM	0	0	0	6	0	0	0	0	0	0	0	4	1	1	1	0	10	3	13
Total	0	0	0	21	0	0	1	5	0	0	0	27	1	6	2	1	54	10	64
Grand Total	2	0	0	50	0	13	1	12	0	0	0	83	2	35	2	2	147	55	202
Apprch %	100	0	0		0	92.9	7.1		0	0	0		5.1	89.7	5.1				
Total %	3.6	0	0		0	23.6	1.8		0	0	0		3.6	63.6	3.6		72.8	27.2	

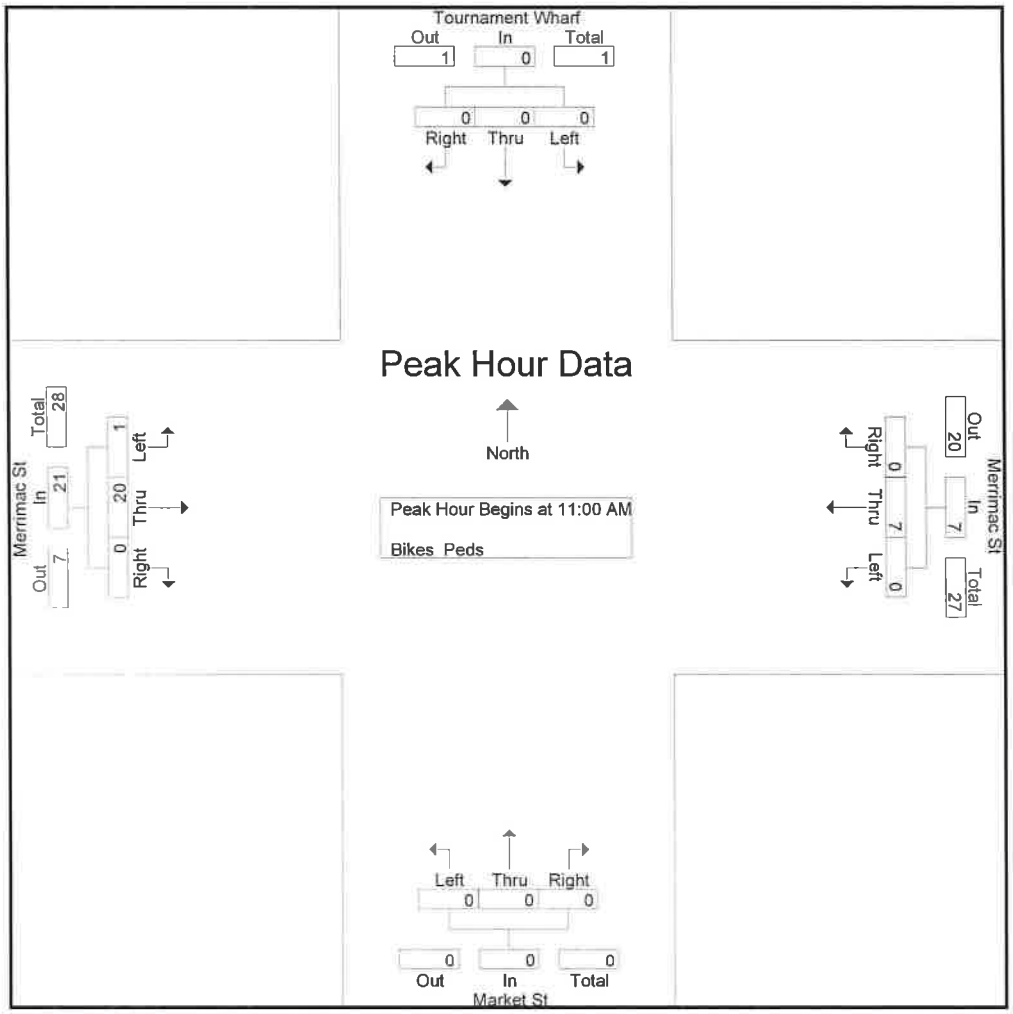
I/S Street : Tournament Wharf/ Market St
:/W Street: Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 14

	Tournament Wharf From North				Merrimac St From East				Market St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**9**	0	**9**	10
11:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	2	0	3	3
11:45 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	9	0	9	**13**
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	1	20	0	21	28
% App. Total	0	0	0		0	100	0		0	0	0		4.8	95.2	0		
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.250	.556	.000	.583	.538

N/S Street : Tournament Wharf/ Market St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:15 AM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**9**	0	**9**
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	2	0	3
+45 mins.	**2**	0	0	**2**	0	**4**	0	**4**	0	0	0	0	0	9	0	9
Total Volume	2	0	0	2	0	7	0	7	0	0	0	0	1	20	0	21
% App. Total	100	0	0		0	100	0		0	0	0		4.8	95.2	0	
PHF	.250	.000	.000	.250	.000	.438	.000	.438	.000	.000	.000	.000	.250	.556	.000	.583

Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 1

Groups Printed- Cars - Trucks

	Merrimac St From East		Titcomb St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	55	3	2	63	6	12
07:15 AM	0	61	0	2	79	8	15
07:30 AM	3	73	2	1	108	16	20
07:45 AM	1	73	5	1	133	7	22
Total	4	262	10	6	383	37	70
08:00 AM	9	82	2	2	150	10	25
08:15 AM	2	109	4	2	130	10	25
08:30 AM	2	86	2	5	163	4	26
08:45 AM	3	110	7	2	191	17	33
Total	16	387	15	11	634	41	110
Grand Total	20	649	25	17	1017	78	180
Apprch %	3	97	59.5	40.5	92.9	7.1	
Total %	1.1	35.9	1.4	0.9	56.3	4.3	
Cars	20	641	23	17	1009	76	178
% Cars	100	98.8	92	100	99.2	97.4	98
Trucks	0	8	2	0	8	2	2
% Trucks	0	1.2	8	0	0.8	2.6	1

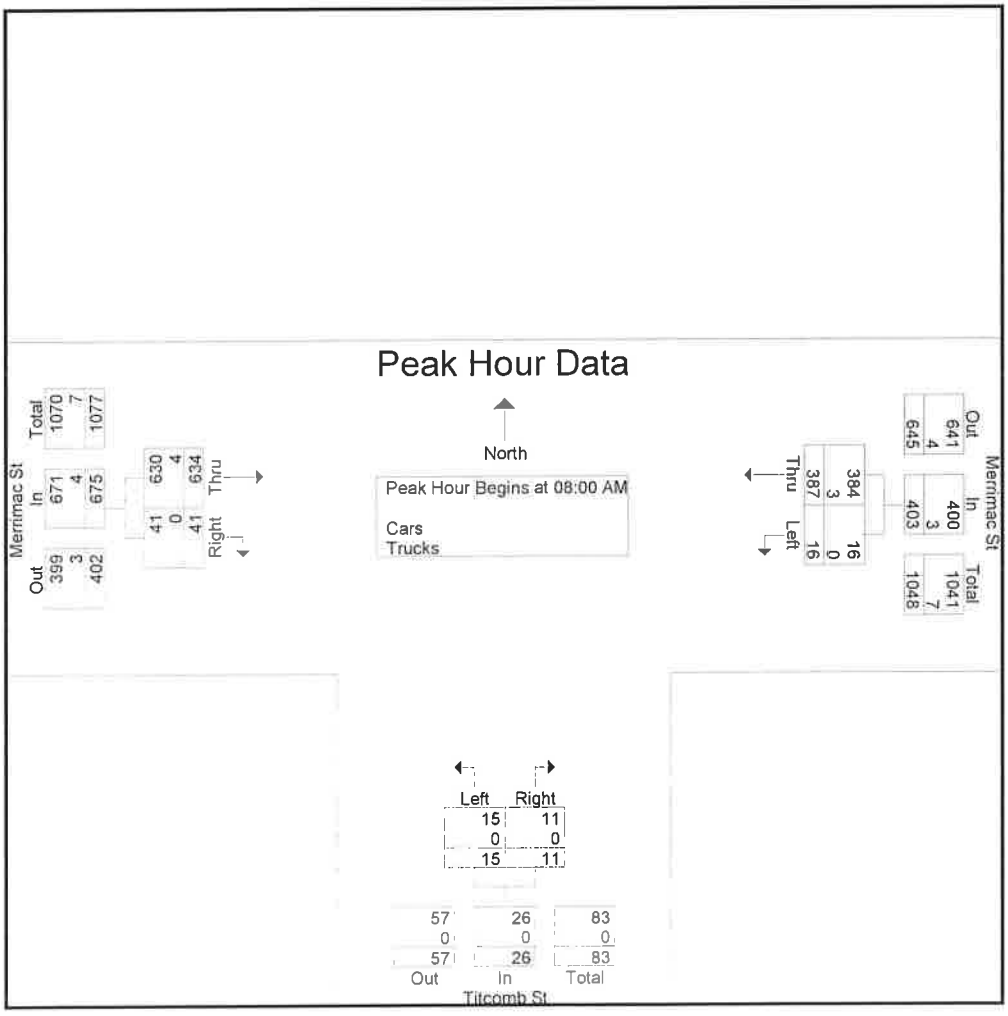
Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 2

	Merrimac St From East			Titcomb St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	9	82	91	2	2	4	150	10	160	25
08:15 AM	2	109	111	4	2	6	130	10	140	25
08:30 AM	2	86	88	2	5	7	163	4	167	26
08:45 AM	3	110	113	7	2	9	191	17	208	33
Total Volume	16	387	403	15	11	26	634	41	675	110
% App. Total	4	96		57.7	42.3		93.9	6.1		
PHF	.444	.880	.892	.536	.550	.722	.830	.603	.811	.83
Cars	16	384	400	15	11	26	630	41	671	109
% Cars	100	99.2	99.3	100	100	100	99.4	100	99.4	99
Trucks	0	3	3	0	0	0	4	0	4	
% Trucks	0	0.8	0.7	0	0	0	0.6	0	0.6	0



Accurate Counts

978-664-2565

S Street : Titcomb Street
/W Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 4

Groups Printed- Cars

	Merrimac St From East		Titcomb St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	55	3	2	61	5	12
07:15 AM	0	60	0	2	79	7	14
07:30 AM	3	70	0	1	108	16	19
07:45 AM	1	72	5	1	131	7	21
Total	4	257	8	6	379	35	68
08:00 AM	9	82	2	2	149	10	25
08:15 AM	2	109	4	2	128	10	25
08:30 AM	2	85	2	5	163	4	26
08:45 AM	3	108	7	2	190	17	32
Total	16	384	15	11	630	41	109
Grand Total	20	641	23	17	1009	76	178
Apprch %	3	97	57.5	42.5	93	7	
Total %	1.1	35.9	1.3	1	56.5	4.3	

Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 7

Groups Printed- Trucks

	Merrimac St From East		Titcomb St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	0	0	0	2	1	
07:15 AM	0	1	0	0	0	1	
07:30 AM	0	3	2	0	0	0	
07:45 AM	0	1	0	0	2	0	
Total	0	5	2	0	4	2	
08:00 AM	0	0	0	0	1	0	
08:15 AM	0	0	0	0	2	0	
08:30 AM	0	1	0	0	0	0	
08:45 AM	0	2	0	0	1	0	
Total	0	3	0	0	4	0	
Grand Total	0	8	2	0	8	2	
Apprch %	0	100	100	0	80	20	
Total %	0	40	10	0	40	10	

Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 10

Groups Printed- Bikes Peds

	Merrimac St From East			Titcomb St From South			Merrimac St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	0	2	0	0	0	0	0	0	0	0	2	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	
07:45 AM	0	0	0	0	0	0	0	1	0	0	1	
Total	0	2	0	0	0	0	0	1	1	1	3	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM	0	0	0	0	0	2	0	0	2	4	0	
08:45 AM	0	0	0	0	0	0	3	0	5	5	3	
Total	0	0	0	0	0	2	3	0	7	9	3	1
Grand Total	0	2	0	0	0	2	3	1	8	10	6	1
Apprch %	0	100		0	0		75	25				
Total %	0	33.3		0	0		50	16.7		62.5	37.5	

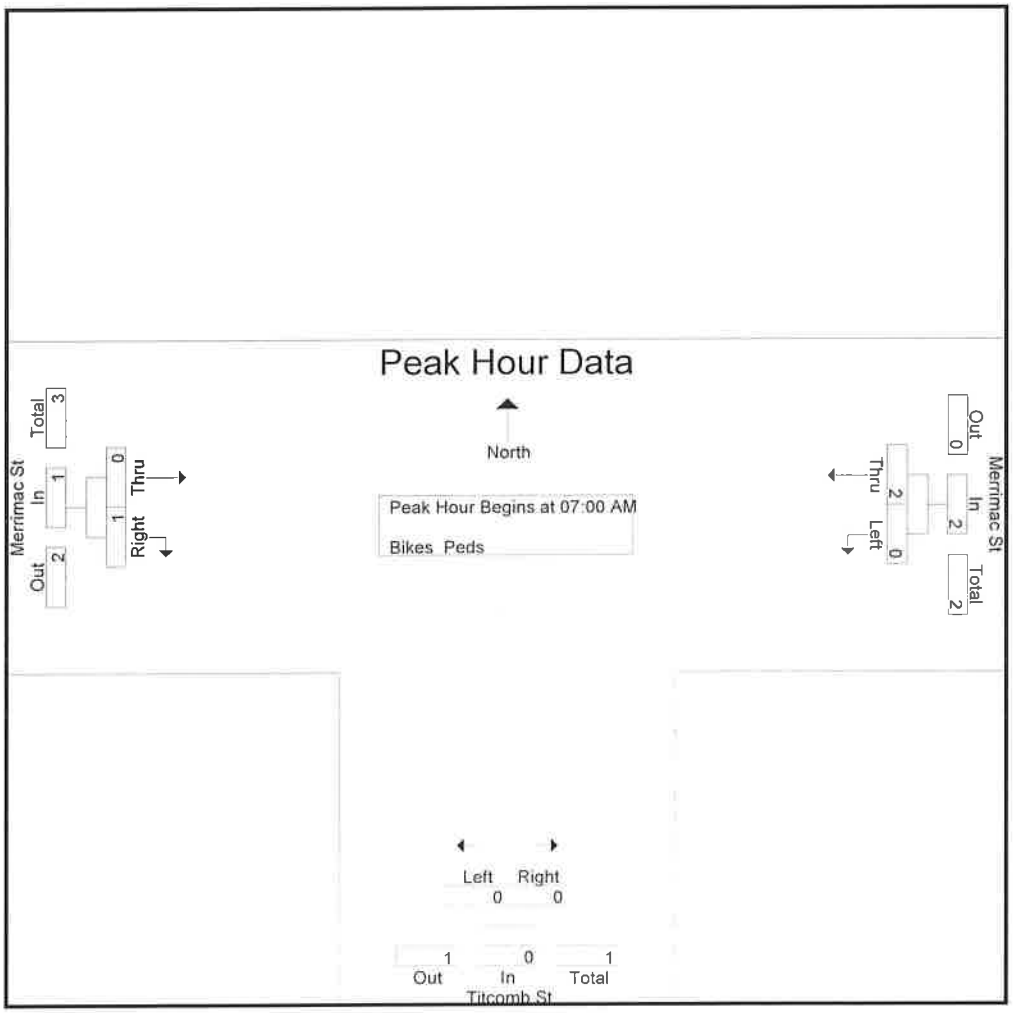
Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 11

	Merrimac St From East			Titcomb St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**2**	**2**	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	**1**	**1**	
Total Volume	0	2	2	0	0	0	0	1	1	
% App. Total	0	100		0	0		0	100		
PHF	.000	.250	.250	.000	.000	.000	.000	.250	.250	.37



Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 1

Groups Printed- Cars - Trucks

	Merrimac St From East		Titcomb St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	4	159	9	2	147	14	3:
04:15 PM	2	123	7	5	138	16	2:
04:30 PM	5	134	3	3	138	6	2:
04:45 PM	7	129	5	3	144	10	2:
Total	18	545	24	13	567	46	12
05:00 PM	3	162	8	1	153	11	3:
05:15 PM	4	115	4	2	157	10	2:
05:30 PM	4	119	4	1	146	8	2:
05:45 PM	2	126	3	1	155	4	2:
Total	13	522	19	5	611	33	12(
Grand Total	31	1067	43	18	1178	79	24
Apprch %	2.8	97.2	70.5	29.5	93.7	6.3	
Total %	1.3	44.2	1.8	0.7	48.8	3.3	
Cars	31	1066	43	18	1176	79	24
% Cars	100	99.9	100	100	99.8	100	99
Trucks	0	1	0	0	2	0	
% Trucks	0	0.1	0	0	0.2	0	0

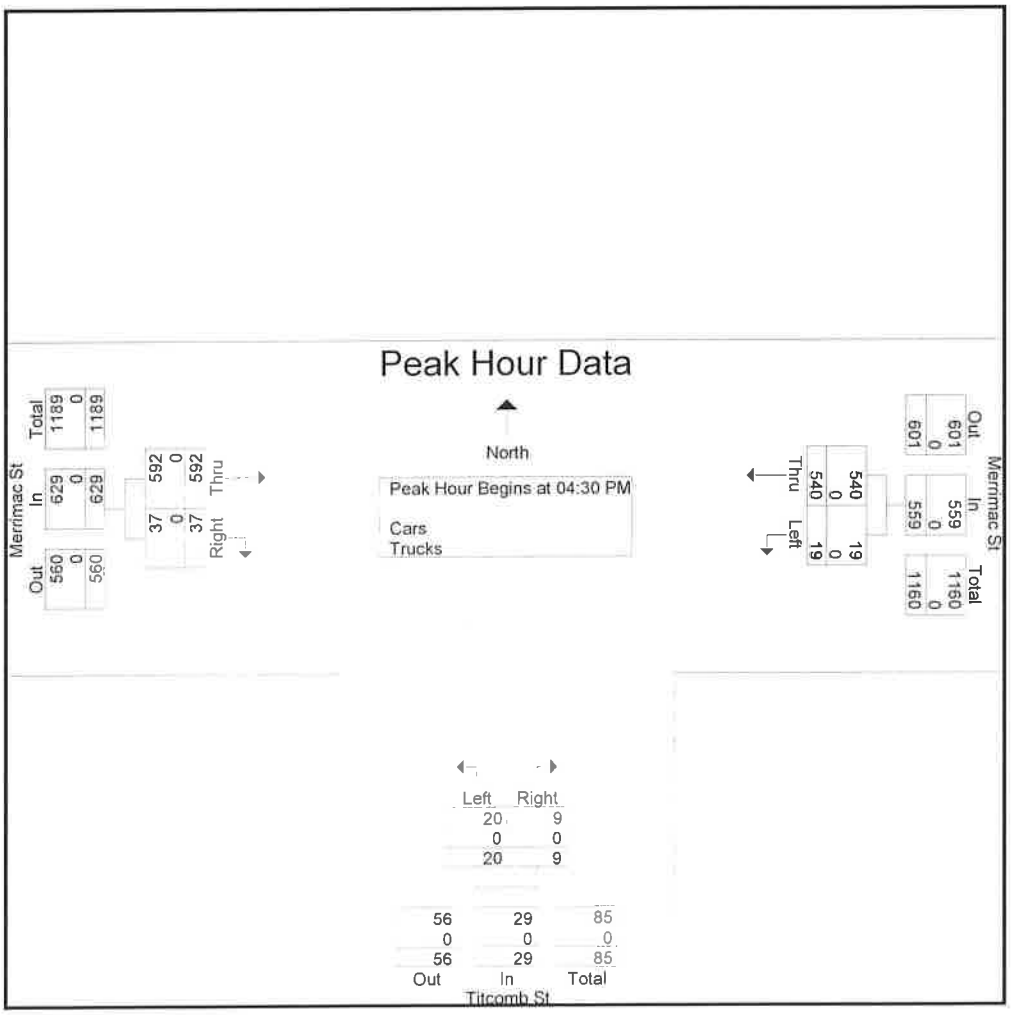
Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 2

	Merrimac St From East			Titcomb St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	5	134	139	3	**3**	6	138	6	144	28
04:45 PM	**7**	129	136	5	3	8	144	10	154	29
05:00 PM	3	**162**	**165**	**8**	1	**9**	153	**11**	164	**33**
05:15 PM	4	115	119	4	2	6	**157**	10	**167**	29
Total Volume	19	540	559	20	9	29	592	37	629	121
% App. Total	3.4	96.6		69	31		94.1	5.9		
PHF	.679	.833	.847	.625	.750	.806	.943	.841	.942	.90
Cars	19	540	559	20	9	29	592	37	629	121
% Cars	100	100	100	100	100	100	100	100	100	10
Trucks	0	0	0	0	0	0	0	0	0	
% Trucks	0	0	0	0	0	0	0	0	0	



Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 4

Groups Printed- Cars

	Merrimac St From East		Titcomb St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	4	159	9	2	146	14	3:
04:15 PM	2	123	7	5	138	16	2:
04:30 PM	5	134	3	3	138	6	2:
04:45 PM	7	129	5	3	144	10	2:
Total	18	545	24	13	566	46	12
05:00 PM	3	162	8	1	153	11	3:
05:15 PM	4	115	4	2	157	10	2:
05:30 PM	4	118	4	1	145	8	2:
05:45 PM	2	126	3	1	155	4	2:
Total	13	521	19	5	610	33	12(
Grand Total	31	1066	43	18	1176	79	24
Apprch %	2.8	97.2	70.5	29.5	93.7	6.3	
Total %	1.3	44.2	1.8	0.7	48.7	3.3	

Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 7

Groups Printed- Trucks

	Merrimac St From East		Titcomb St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	0	0	0	0	1	0	
04:15 PM	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	1	0	
05:00 PM	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	
05:30 PM	0	1	0	0	1	0	
05:45 PM	0	0	0	0	0	0	
Total	0	1	0	0	1	0	
Grand Total	0	1	0	0	2	0	
Apprch %	0	100	0	0	100	0	
Total %	0	33.3	0	0	66.7	0	

Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
ɜather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 10

Groups Printed- Bikes Peds

	Merrimac St From East			Titcomb St From South			Merrimac St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	0	0	0	0	1	0	0	2	3	0	
04:15 PM	0	1	0	0	0	1	0	0	0	1	1	
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	
04:45 PM	0	0	0	0	0	1	2	0	0	1	2	
Total	0	1	0	0	1	3	2	0	2	5	4	
05:00 PM	0	1	0	0	0	0	1	0	1	1	2	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	
Total	0	1	0	0	0	0	1	0	2	2	2	
Grand Total	0	2	0	0	1	3	3	0	4	7	6	1
Apprch %	0	100		0	100		100	0				
Total %	0	33.3		0	16.7		50	0		53.8	46.2	

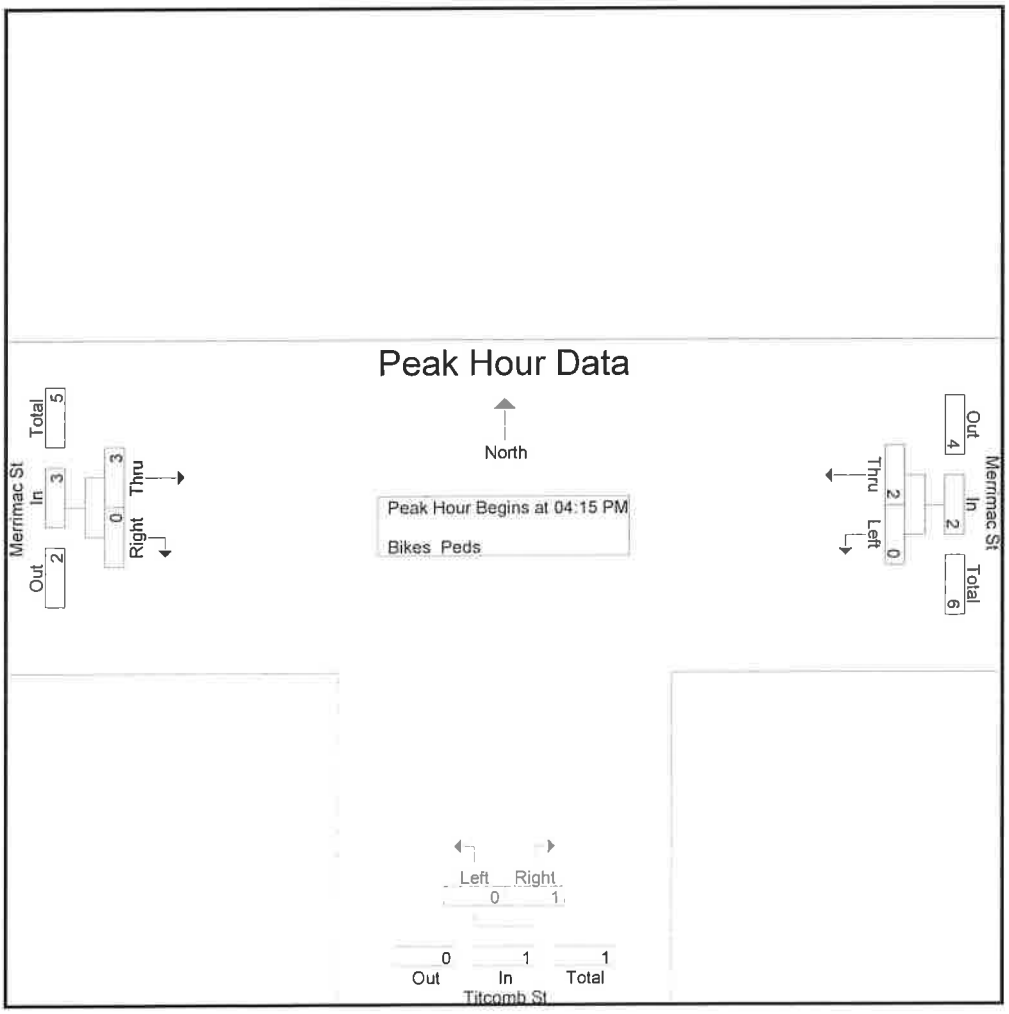
Accurate Counts

978-664-2565

S Street : Titcomb Street
W Street: Merrimac Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 11

	Merrimac St From East			Titcomb St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	**1**	**1**	0	0	0	0	0	0	
04:30 PM	0	0	0	0	**1**	**1**	0	0	0	
04:45 PM	0	0	0	0	0	0	**2**	0	**2**	
05:00 PM	0	1	1	0	0	0	1	0	1	
Total Volume	0	2	2	0	1	1	3	0	3	
% App. Total	0	100		0	100		100	0		
PHF	.000	.500	.500	.000	.250	.250	.375	.000	.375	.75



Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/28/2
Page No : 1

Groups Printed- Cars - Trucks

	Merrimac St From East		Titcomb St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	3	100	8	2	160	5	27
11:15 AM	1	116	8	1	166	6	29
11:30 AM	1	104	5	1	169	11	29
11:45 AM	4	100	5	2	147	7	26
Total	9	420	26	6	642	29	11:
12:00 PM	7	118	7	1	124	8	26
12:15 PM	6	122	3	2	144	10	28
12:30 PM	2	125	3	2	125	10	26
12:45 PM	7	109	4	3	119	3	24
Total	22	474	17	8	512	31	10(
01:00 PM	6	104	4	4	136	12	26
01:15 PM	8	122	6	4	120	4	26
01:30 PM	9	120	10	1	120	6	26
01:45 PM	7	113	6	2	121	10	25
Total	30	459	26	11	497	32	10:
Grand Total	61	1353	69	25	1651	92	32:
Apprch %	4.3	95.7	73.4	26.6	94.7	5.3	
Total %	1.9	41.6	2.1	0.8	50.8	2.8	
Cars	61	1347	69	25	1647	92	32-
% Cars	100	99.6	100	100	99.8	100	99
Trucks	0	6	0	0	4	0	
% Trucks	0	0.4	0	0	0.2	0	0

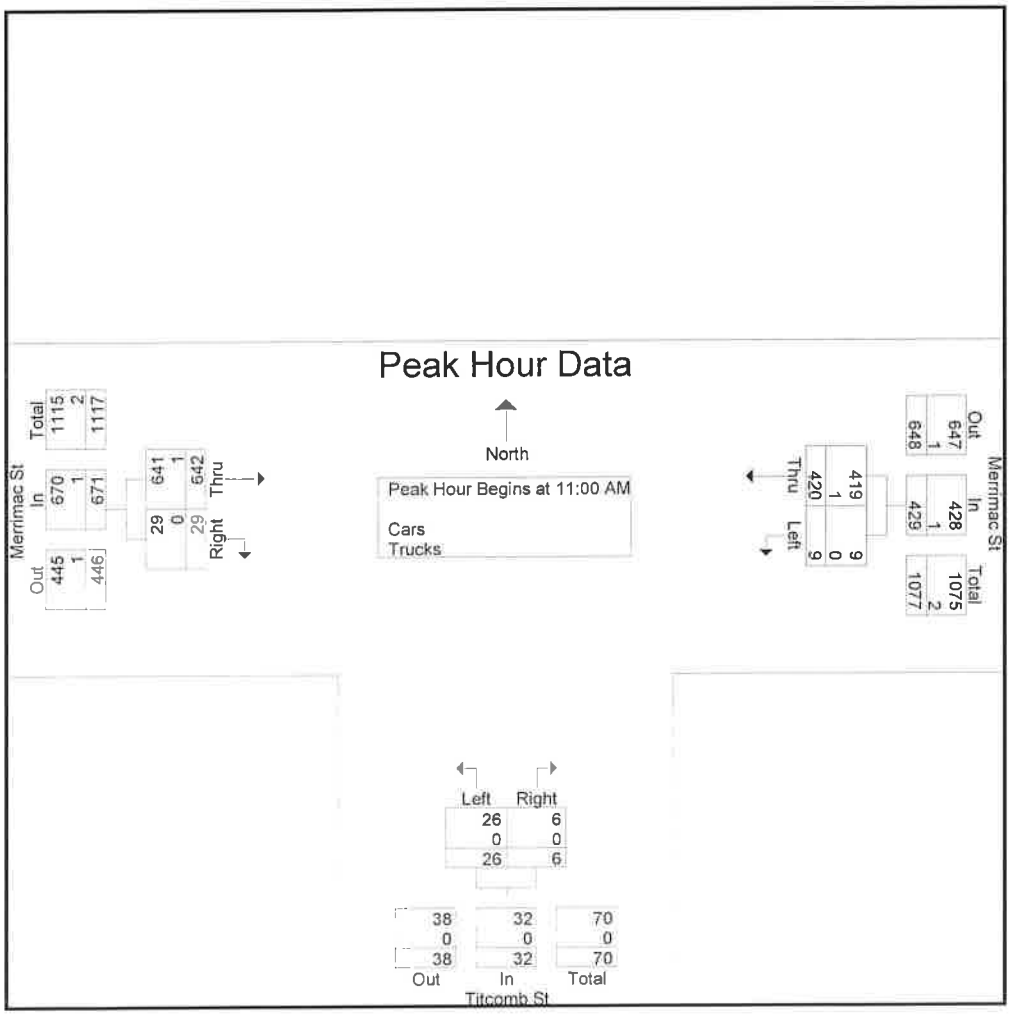
Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 2

	Merrimac St From East			Titcomb St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	3	100	103	**8**	**2**	**10**	160	5	165	27
11:15 AM	1	**116**	**117**	8	1	9	166	6	172	**29**
11:30 AM	1	104	105	5	1	6	**169**	**11**	**180**	29
11:45 AM	**4**	100	104	5	2	7	147	7	154	26
Total Volume	9	420	429	26	6	32	642	29	671	113
% App. Total	2.1	97.9		81.2	18.8		95.7	4.3		
PHF	.563	.905	.917	.813	.750	.800	.950	.659	.932	.95
Cars	9	419	428	26	6	32	641	29	670	113
% Cars	100	99.8	99.8	100	100	100	99.8	100	99.9	99
Trucks	0	1	1	0	0	0	1	0	1	
% Trucks	0	0.2	0.2	0	0	0	0.2	0	0.1	0



Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 4

Groups Printed- Cars

	Merrimac St From East		Titcomb St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	3	100	8	2	160	5	27
11:15 AM	1	116	8	1	166	6	29
11:30 AM	1	103	5	1	169	11	29
11:45 AM	4	100	5	2	146	7	26
Total	9	419	26	6	641	29	11:
12:00 PM	7	118	7	1	124	8	26
12:15 PM	6	119	3	2	143	10	28
12:30 PM	2	124	3	2	125	10	26
12:45 PM	7	109	4	3	119	3	24
Total	22	470	17	8	511	31	10:
01:00 PM	6	104	4	4	136	12	26
01:15 PM	8	121	6	4	120	4	26
01:30 PM	9	120	10	1	118	6	26
01:45 PM	7	113	6	2	121	10	25
Total	30	458	26	11	495	32	10:
Grand Total	61	1347	69	25	1647	92	32
Apprch %	4.3	95.7	73.4	26.6	94.7	5.3	
Total %	1.9	41.6	2.1	0.8	50.8	2.8	

Accurate Counts

978-664-2565

S Street : Titcomb Street
/N Street: Merrimac Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 7

Groups Printed- Trucks

	Merrimac St From East		Titcomb St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	
11:30 AM	0	1	0	0	0	0	
11:45 AM	0	0	0	0	1	0	
Total	0	1	0	0	1	0	
12:00 PM	0	0	0	0	0	0	
12:15 PM	0	3	0	0	1	0	
12:30 PM	0	1	0	0	0	0	
12:45 PM	0	0	0	0	0	0	
Total	0	4	0	0	1	0	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	1	0	0	0	0	
01:30 PM	0	0	0	0	2	0	
01:45 PM	0	0	0	0	0	0	
Total	0	1	0	0	2	0	
Grand Total	0	6	0	0	4	0	
Apprch %	0	100	0	0	100	0	
Total %	0	60	0	0	40	0	

Accurate Counts

978-664-2565

S Street : Titcomb Street
W Street: Merrimac Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 10

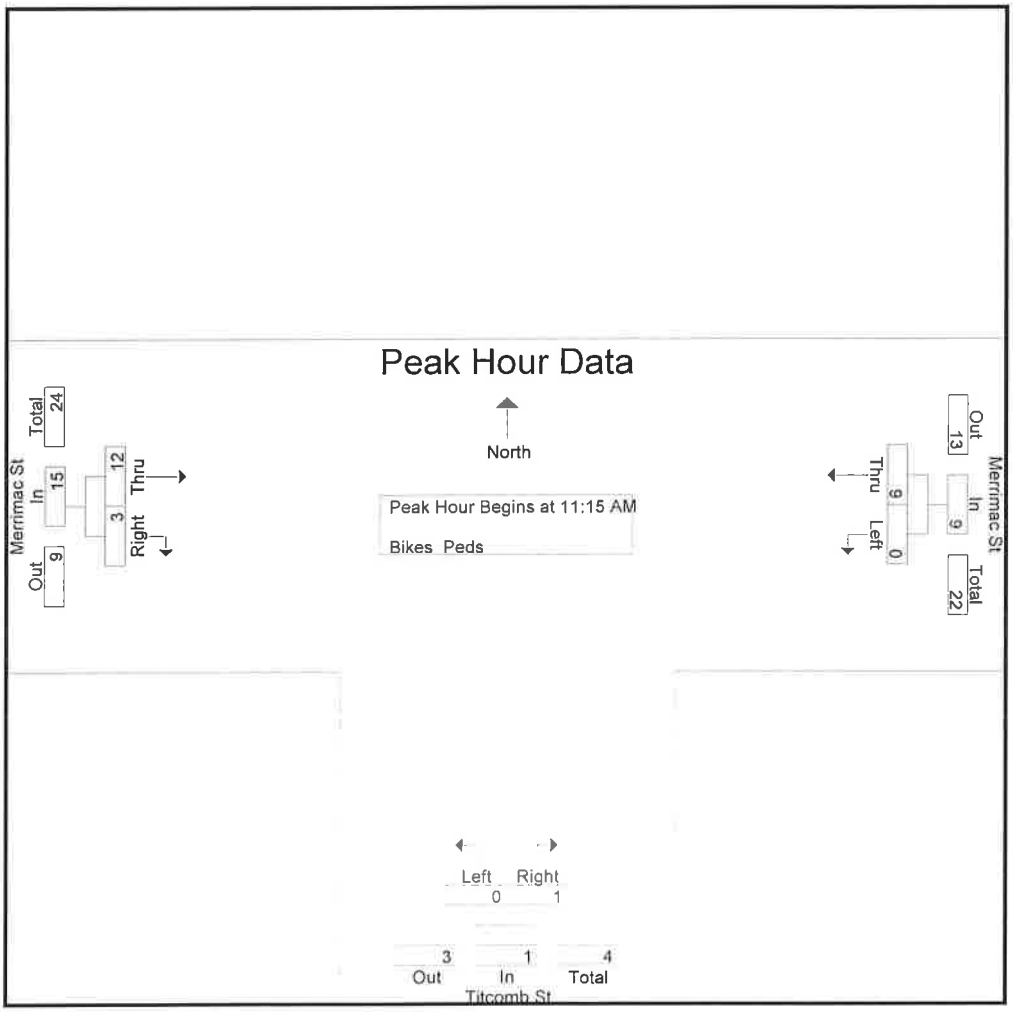
Groups Printed- Bikes Peds

	Merrimac St From East			Titcomb St From South			Merrimac St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	0	1	0	0	0	2	0	0	1	3	1	
11:15 AM	0	2	0	0	1	0	1	0	0	0	4	
11:30 AM	0	1	0	0	0	0	1	0	4	4	2	
11:45 AM	0	6	0	0	0	1	8	1	4	5	15	2
Total	0	10	0	0	1	3	10	1	9	12	22	3
12:00 PM	0	0	0	0	0	4	2	2	4	8	4	1
12:15 PM	0	1	0	0	0	0	0	0	1	1	1	
12:30 PM	0	0	1	0	0	2	0	0	2	5	0	
12:45 PM	0	5	0	0	0	14	5	0	9	23	10	3
Total	0	6	1	0	0	20	7	2	16	37	15	5
01:00 PM	0	0	0	0	0	6	0	0	5	11	0	1
01:15 PM	0	1	0	0	0	1	1	0	3	4	2	
01:30 PM	0	0	0	0	0	1	0	0	1	2	0	
01:45 PM	0	5	0	0	0	4	2	0	2	6	7	1
Total	0	6	0	0	0	12	3	0	11	23	9	3
Grand Total	0	22	1	0	1	35	20	3	36	72	46	11
Apprch %	0	100		0	100		87	13				
Total %	0	47.8		0	2.2		43.5	6.5		61	39	

S Street : Titcomb Street
W Street: Merrimac Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 11

	Merrimac St From East			Titcomb St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	0	2	2	0	**1**	**1**	1	0	1	
11:30 AM	0	1	1	0	0	0	1	0	1	
11:45 AM	0	**6**	**6**	0	0	0	**8**	1	**9**	1
12:00 PM	0	0	0	0	0	0	2	**2**	4	
Total Volume	0	9	9	0	1	1	12	3	15	2
% App. Total	0	100		0	100		80	20		
PHF	.000	.375	.375	.000	.250	.250	.375	.375	.417	.41



Accurate Counts
978-664-2565

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 1

Groups Printed- Cars - Trucks

	Waterfront Park From North			Merrimac St From East			Green St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	1	0	43	2	12	0	13	5	55	0	132
07:15 AM	4	0	1	0	49	3	14	2	20	0	77	0	170
07:30 AM	2	0	2	0	69	6	11	3	25	9	101	0	228
07:45 AM	1	0	1	0	66	3	12	5	13	9	124	0	234
Total	8	0	5	0	227	14	49	10	71	23	357	0	764
08:00 AM	9	0	9	0	76	7	12	3	12	19	127	0	274
08:15 AM	14	0	11	0	72	4	25	8	32	13	109	0	288
08:30 AM	7	0	7	0	72	4	17	12	24	6	149	0	298
08:45 AM	9	0	6	0	84	4	27	3	36	19	147	0	335
Total	39	0	33	0	304	19	81	26	104	57	532	0	1195
Grand Total	47	0	38	0	531	33	130	36	175	80	889	0	1959
Apprch %	55.3	0	44.7	0	94.1	5.9	38.1	10.6	51.3	8.3	91.7	0	
Total %	2.4	0	1.9	0	27.1	1.7	6.6	1.8	8.9	4.1	45.4	0	
Cars	47	0	36	0	525	32	126	35	173	78	877	0	1929
% Cars	100	0	94.7	0	98.9	97	96.9	97.2	98.9	97.5	98.7	0	98.5
Trucks	0	0	2	0	6	1	4	1	2	2	12	0	30
% Trucks	0	0	5.3	0	1.1	3	3.1	2.8	1.1	2.5	1.3	0	1.5

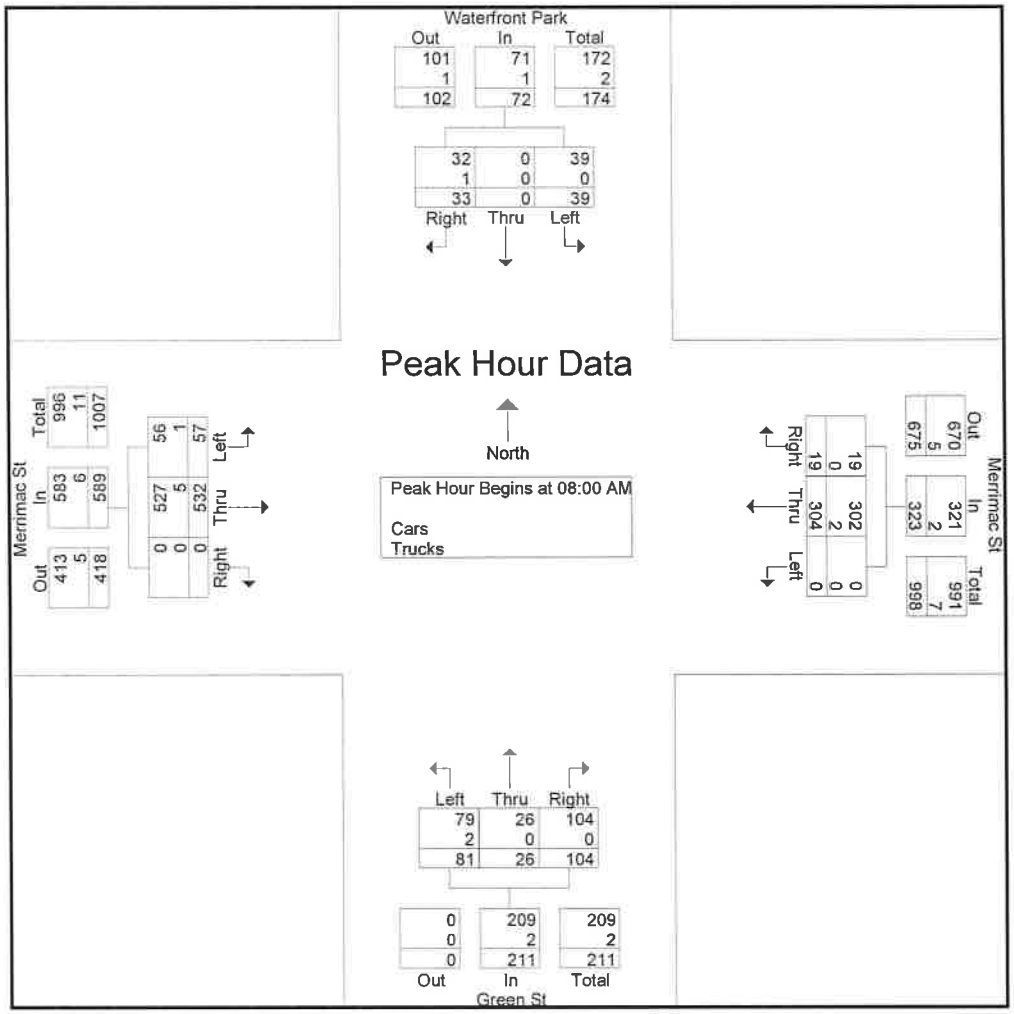
N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 2

	Waterfront Park From North				Merrimac St From East				Green St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	9	0	9	18	0	76	**7**	83	12	3	12	27	**19**	127	0	146	274
08:15 AM	**14**	0	**11**	**25**	0	72	4	76	25	8	32	65	13	109	0	122	288
08:30 AM	7	0	7	14	0	72	4	76	17	**12**	24	53	6	**149**	0	155	298
08:45 AM	9	0	6	15	0	**84**	4	**88**	**27**	3	**36**	**66**	19	147	0	**166**	**335**
Total Volume	39	0	33	72	0	304	19	323	81	26	104	211	57	532	0	589	1195
% App. Total	54.2	0	45.8		0	94.1	5.9		38.4	12.3	49.3		9.7	90.3	0		
PHF	.696	.000	.750	.720	.000	.905	.679	.918	.750	.542	.722	.799	.750	.893	.000	.887	.892
Cars	39	0	32	71	0	302	19	321	79	26	104	209	56	527	0	583	1184
% Cars	100	0	97.0	98.6	0	99.3	100	99.4	97.5	100	100	99.1	98.2	99.1	0	99.0	99.1
Trucks	0	0	1	1	0	2	0	2	2	0	0	2	1	5	0	6	11
% Trucks	0	0	3.0	1.4	0	0.7	0	0.6	2.5	0	0	0.9	1.8	0.9	0	1.0	0.9

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	9	0	9	18	0	76	**7**	83	12	3	12	27	**19**	127	0	146
+15 mins.	**14**	0	**11**	**25**	0	72	4	76	25	8	32	65	13	109	0	122
+30 mins.	7	0	7	14	0	72	4	76	17	**12**	24	53	6	**149**	0	155
+45 mins.	9	0	6	15	0	**84**	4	**88**	**27**	3	**36**	**66**	19	147	0	**166**
Total Volume	39	0	33	72	0	304	19	323	81	26	104	211	57	532	0	589
% App. Total	54.2	0	45.8		0	94.1	5.9		38.4	12.3	49.3		9.7	90.3	0	

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 5

Groups Printed- Cars

	Waterfront Park From North			Merrimac St From East			Green St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	1	0	42	2	12	0	13	5	53	0	129
07:15 AM	4	0	1	0	49	2	13	1	20	0	75	0	165
07:30 AM	2	0	1	0	66	6	11	3	23	9	100	0	221
07:45 AM	1	0	1	0	66	3	11	5	13	8	122	0	230
Total	8	0	4	0	223	13	47	9	69	22	350	0	745
08:00 AM	9	0	9	0	76	7	12	3	12	19	127	0	274
08:15 AM	14	0	11	0	72	4	25	8	32	13	107	0	286
08:30 AM	7	0	6	0	71	4	17	12	24	6	147	0	294
08:45 AM	9	0	6	0	83	4	25	3	36	18	146	0	330
Total	39	0	32	0	302	19	79	26	104	56	527	0	1184
Grand Total	47	0	36	0	525	32	126	35	173	78	877	0	1929
Apprch %	56.6	0	43.4	0	94.3	5.7	37.7	10.5	51.8	8.2	91.8	0	
Total %	2.4	0	1.9	0	27.2	1.7	6.5	1.8	9	4	45.5	0	

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 9

Groups Printed- Trucks

	Waterfront Park From North			Merrimac St From East			Green St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
07:15 AM	0	0	0	0	0	1	1	1	0	0	2	0	5
07:30 AM	0	0	1	0	3	0	0	0	2	0	1	0	7
07:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	4
Total	0	0	1	0	4	1	2	1	2	1	7	0	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	0	1	0	1	0	0	0	0	0	2	0	4
08:45 AM	0	0	0	0	1	0	2	0	0	1	1	0	5
Total	0	0	1	0	2	0	2	0	0	1	5	0	11
Grand Total	0	0	2	0	6	1	4	1	2	2	12	0	30
Apprch %	0	0	100	0	85.7	14.3	57.1	14.3	28.6	14.3	85.7	0	
Total %	0	0	6.7	0	20	3.3	13.3	3.3	6.7	6.7	40	0	

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 13

Groups Printed- Bikes Peds

	Waterfront Park From North				Merrimac St From East				Green St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	2	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	0	7	0	7
Total	0	0	0	4	0	2	0	3	0	0	0	2	0	0	0	0	9	2	11
08:00 AM	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	5	0	5
08:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	0	0	3	0	0	0	7	0	0	0	1	0	0	0	0	11	0	11
08:45 AM	0	0	0	1	0	0	1	5	0	0	0	2	0	0	1	0	8	2	10
Total	0	0	0	5	0	0	1	18	0	0	0	3	0	0	1	0	26	2	28
Grand Total	0	0	0	9	0	2	1	21	0	0	0	5	0	0	1	0	35	4	39
Apprch %	0	0	0		0	66.7	33.3		0	0	0		0	0	100				
Total %	0	0	0		0	50	25		0	0	0		0	0	25		89.7	10.3	

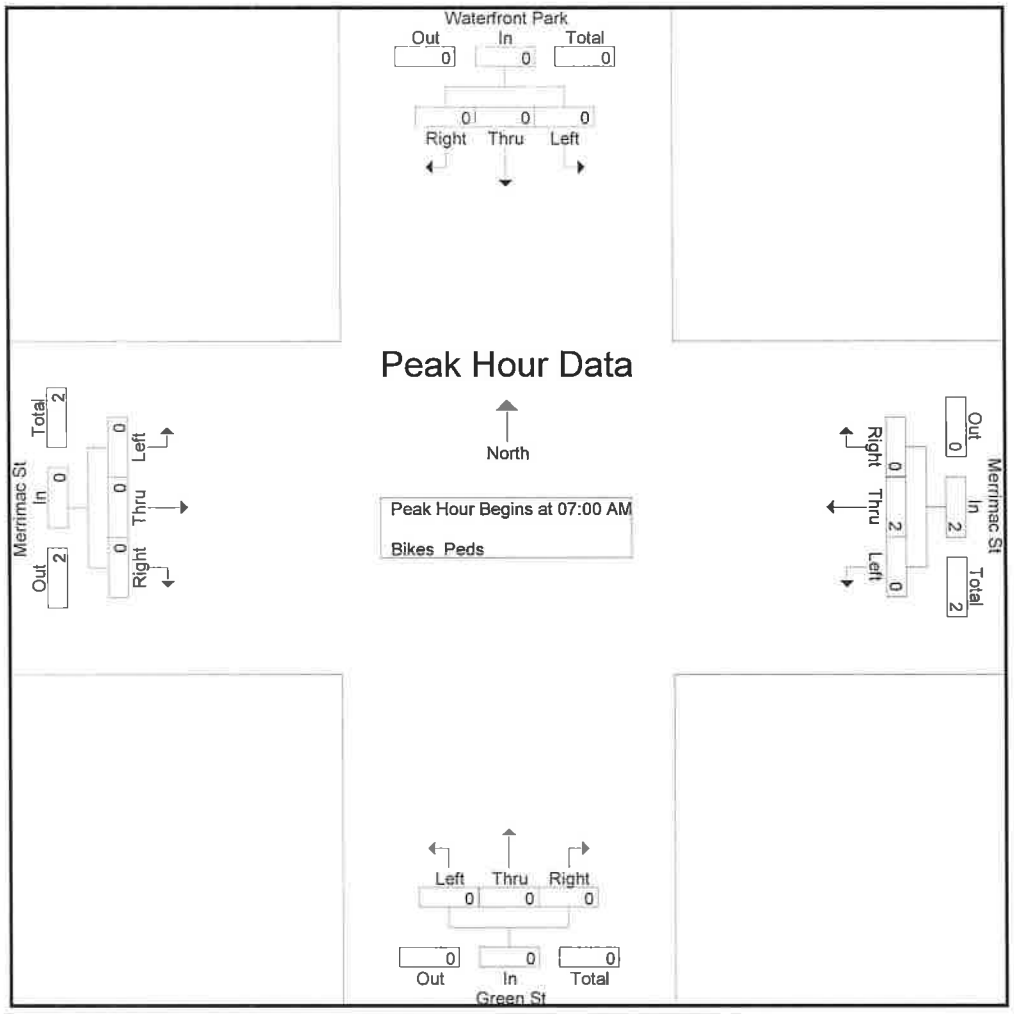
N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 14

	Waterfront Park From North				Merrimac St From East				Green St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

I/S Street : Waterfront Park / Green St
:/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100	

Accurate Counts
978-664-2565

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 1

Groups Printed- Cars - Trucks

	Waterfront Park From North			Merrimac St From East			Green St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	10	0	15	0	109	6	37	0	33	5	151	0	366
04:15 PM	9	0	19	0	79	6	29	4	37	9	122	0	314
04:30 PM	6	0	10	0	88	5	33	3	43	3	136	0	327
04:45 PM	4	0	10	0	88	4	29	0	35	15	120	0	305
Total	29	0	54	0	364	21	128	7	148	32	529	0	1312
05:00 PM	6	0	16	0	101	5	35	1	45	24	119	0	352
05:15 PM	3	0	9	0	84	6	19	6	27	21	124	0	299
05:30 PM	6	0	9	0	79	3	41	12	37	14	130	0	331
05:45 PM	5	0	21	0	75	4	24	4	35	11	136	0	315
Total	20	0	55	0	339	18	119	23	144	70	509	0	1297
Grand Total	49	0	109	0	703	39	247	30	292	102	1038	0	2609
Apprch %	31	0	69	0	94.7	5.3	43.4	5.3	51.3	8.9	91.1	0	
Total %	1.9	0	4.2	0	26.9	1.5	9.5	1.1	11.2	3.9	39.8	0	
Cars	49	0	109	0	701	39	246	30	292	102	1035	0	2603
% Cars	100	0	100	0	99.7	100	99.6	100	100	100	99.7	0	99.8
Trucks	0	0	0	0	2	0	1	0	0	0	3	0	6
% Trucks	0	0	0	0	0.3	0	0.4	0	0	0	0.3	0	0.2

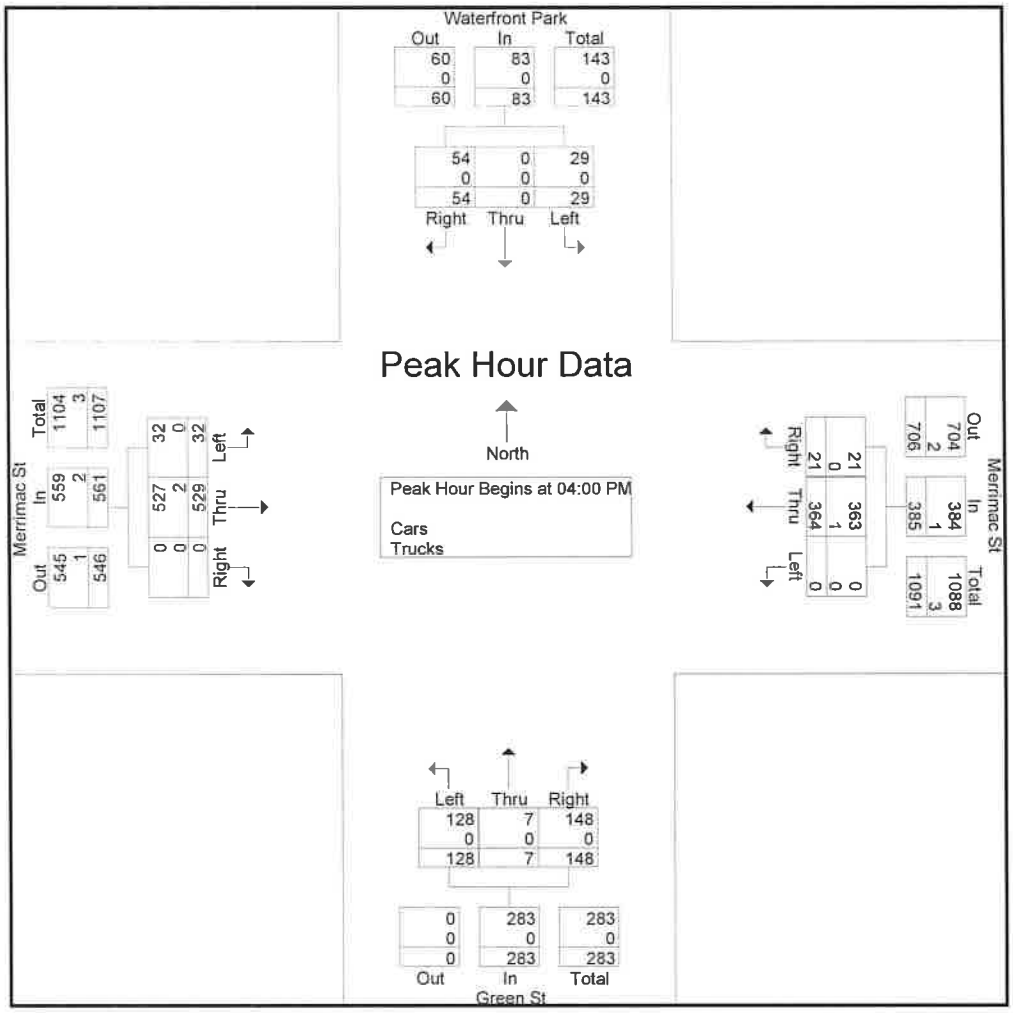
N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 2

	Waterfront Park From North				Merrimac St From East				Green St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**10**	0	15	25	0	**109**	**6**	**115**	**37**	0	33	70	5	**151**	0	**156**	**366**
04:15 PM	9	0	**19**	**28**	0	79	6	85	29	**4**	37	70	9	122	0	131	314
04:30 PM	6	0	10	16	0	88	5	93	33	3	**43**	**79**	3	136	0	139	327
04:45 PM	4	0	10	14	0	88	4	92	29	0	35	64	**15**	120	0	135	305
Total Volume	29	0	54	83	0	364	21	385	128	7	148	283	32	529	0	561	1312
% App. Total	34.9	0	65.1		0	94.5	5.5		45.2	2.5	52.3		5.7	94.3	0		
PHF	.725	.000	.711	.741	.000	.835	.875	.837	.865	.438	.860	.896	.533	.876	.000	.899	.896
Cars	29	0	54	83	0	363	21	384	128	7	148	283	32	527	0	559	1309
% Cars	100	0	100	100	0	99.7	100	99.7	100	100	100	100	100	99.6	0	99.6	99.8
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% Trucks	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.4	0	0.4	0.2

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				05:00 PM			
+0 mins.	**10**	0	15	25	0	**109**	**6**	**115**	29	**4**	37	70	**24**	119	0	143
+15 mins.	9	0	**19**	**28**	0	79	6	85	33	3	43	79	21	124	0	145
+30 mins.	6	0	10	16	0	88	5	93	29	0	35	64	14	130	0	144
+45 mins.	4	0	10	14	0	88	4	92	**35**	1	**45**	**81**	11	**136**	0	**147**
Total Volume	29	0	54	83	0	364	21	385	126	8	160	294	70	509	0	579
% App. Total	34.9	0	65.1		0	94.5	5.5		42.9	2.7	54.4		12.1	87.9	0	

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 5

Groups Printed- Cars

	Waterfront Park From North			Merrimac St From East			Green St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	10	0	15	0	109	6	37	0	33	5	150	0	365
04:15 PM	9	0	19	0	78	6	29	4	37	9	122	0	313
04:30 PM	6	0	10	0	88	5	33	3	43	3	135	0	326
04:45 PM	4	0	10	0	88	4	29	0	35	15	120	0	305
Total	29	0	54	0	363	21	128	7	148	32	527	0	1309
05:00 PM	6	0	16	0	101	5	35	1	45	24	119	0	352
05:15 PM	3	0	9	0	83	6	19	6	27	21	124	0	298
05:30 PM	6	0	9	0	79	3	40	12	37	14	129	0	329
05:45 PM	5	0	21	0	75	4	24	4	35	11	136	0	315
Total	20	0	55	0	338	18	118	23	144	70	508	0	1294
Grand Total	49	0	109	0	701	39	246	30	292	102	1035	0	2603
Apprch %	31	0	69	0	94.7	5.3	43.3	5.3	51.4	9	91	0	
Total %	1.9	0	4.2	0	26.9	1.5	9.5	1.2	11.2	3.9	39.8	0	

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 9

Groups Printed- Trucks

	Waterfront Park From North			Merrimac St From East			Green St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	1	0	3
Grand Total	0	0	0	0	2	0	1	0	0	0	3	0	6
Apprch %	0	0	0	0	100	0	100	0	0	0	100	0	
Total %	0	0	0	0	33.3	0	16.7	0	0	0	50	0	

I/S Street : Waterfront Park / Green St
:/W Street: Merrimac Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 13

Groups Printed- Bikes Peds

	Waterfront Park From North				Merrimac St From East				Green St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	0	7	0	7
04:15 PM	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	3	1	4
04:30 PM	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	0	7	0	7
04:45 PM	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	3	11	0	11
Total	0	0	0	10	0	1	0	11	0	0	0	4	0	0	0	3	28	1	29
05:00 PM	0	0	0	1	0	0	0	7	0	0	0	1	0	1	0	0	9	1	10
05:15 PM	0	0	0	1	0	0	0	20	0	0	0	0	0	0	0	0	21	0	21
05:30 PM	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	0	11	0	11
05:45 PM	0	0	0	8	0	0	0	14	0	0	0	0	0	2	0	0	22	2	24
Total	0	0	0	12	0	0	0	50	0	0	0	1	0	3	0	0	63	3	66
Grand Total	0	0	0	22	0	1	0	61	0	0	0	5	0	3	0	3	91	4	95
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	25	0		0	0	0		0	75	0		95.8	4.2	

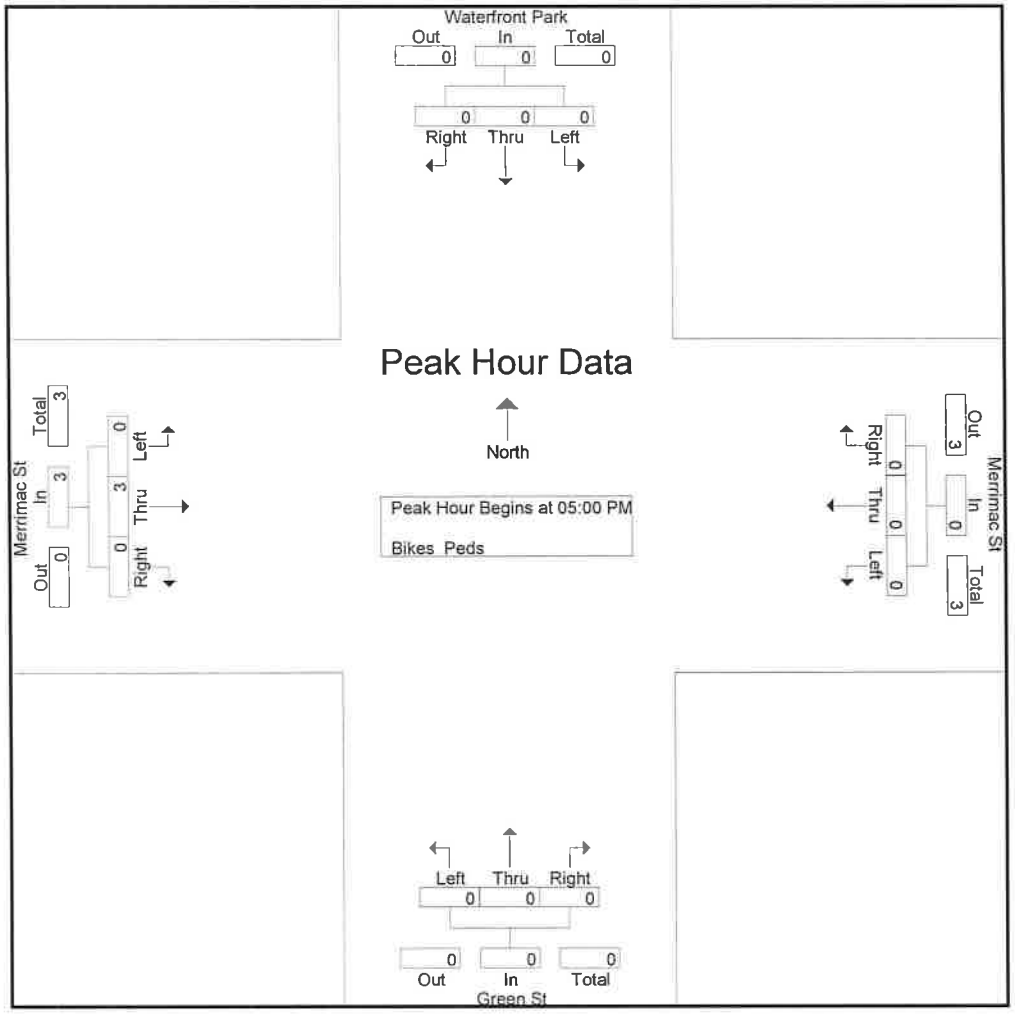
N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 14

	Waterfront Park From North				Merrimac St From East				Green St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 7281000
Site Code : 7281000
Start Date : 7/26/201
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 1

Groups Printed- Cars - Trucks

	Waterfront Park From North			Merrimac St From East			Green St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	5	0	9	0	68	3	16	4	34	15	134	0	288
11:15 AM	6	0	10	0	81	7	24	6	33	12	158	0	337
11:30 AM	5	0	9	0	71	3	22	2	28	15	133	0	288
11:45 AM	5	0	13	0	71	8	20	4	40	17	115	0	293
Total	21	0	41	0	291	21	82	16	135	59	540	0	1206
12:00 PM	11	0	11	0	87	8	29	9	28	26	97	0	306
12:15 PM	14	0	18	0	82	10	26	6	30	23	108	0	317
12:30 PM	15	0	24	0	81	4	19	7	25	29	90	0	294
12:45 PM	17	0	11	0	71	8	18	6	32	25	85	0	273
Total	57	0	64	0	321	30	92	28	115	103	380	0	1190
01:00 PM	22	0	16	0	83	16	11	5	41	21	120	0	335
01:15 PM	20	0	12	0	90	9	25	13	35	19	94	0	317
01:30 PM	13	0	19	0	80	9	24	8	50	15	96	0	314
01:45 PM	13	0	18	0	77	6	21	6	30	22	94	0	287
Total	68	0	65	0	330	40	81	32	156	77	404	0	1253
Grand Total	146	0	170	0	942	91	255	76	406	239	1324	0	3649
Apprch %	46.2	0	53.8	0	91.2	8.8	34.6	10.3	55.1	15.3	84.7	0	
Total %	4	0	4.7	0	25.8	2.5	7	2.1	11.1	6.5	36.3	0	
Cars	143	0	170	0	934	90	248	76	399	239	1316	0	3615
% Cars	97.9	0	100	0	99.2	98.9	97.3	100	98.3	100	99.4	0	99.1
Trucks	3	0	0	0	8	1	7	0	7	0	8	0	34
% Trucks	2.1	0	0	0	0.8	1.1	2.7	0	1.7	0	0.6	0	0.9

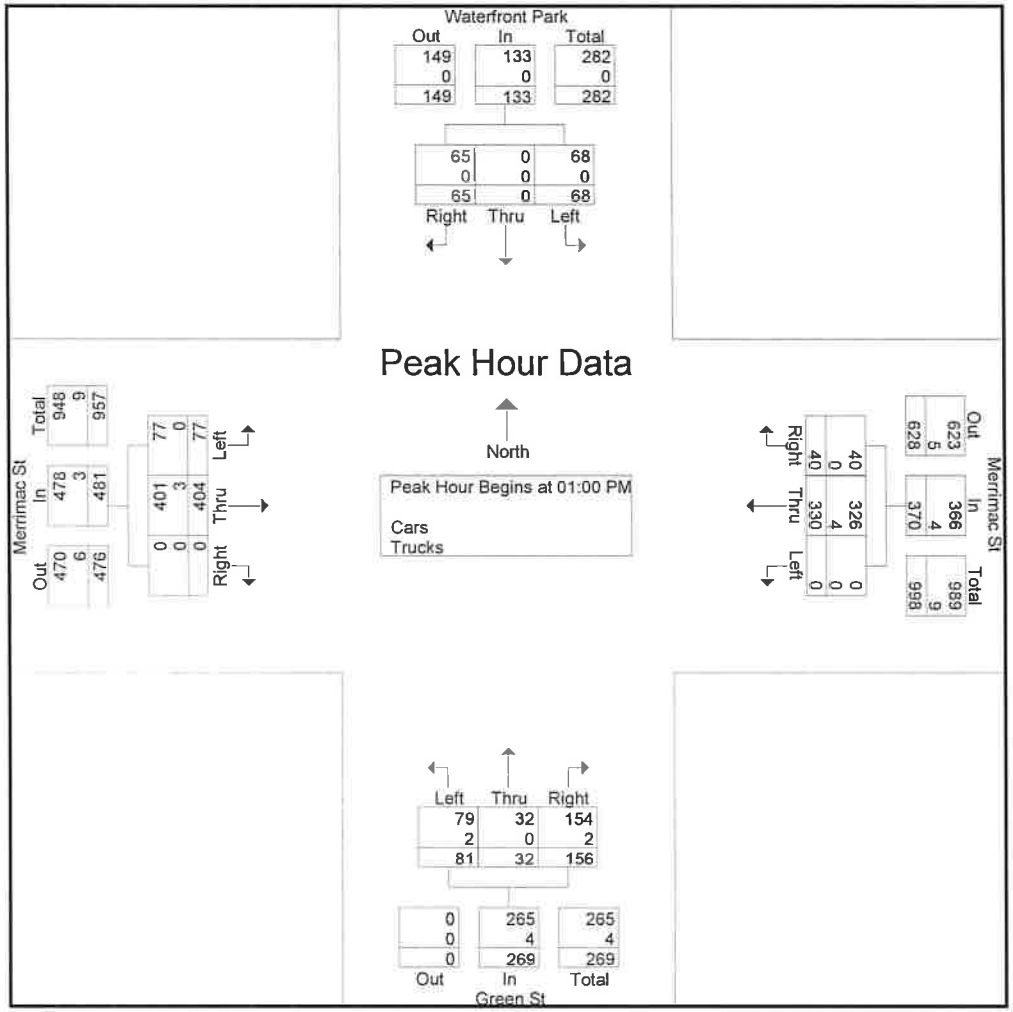
I/S Street : Waterfront Park / Green St
:/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 2

	Waterfront Park From North				Merrimac St From East				Green St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**22**	0	16	**38**	0	83	**16**	**99**	11	5	41	57	21	**120**	0	**141**	**335**
01:15 PM	20	0	12	32	0	**90**	9	99	**25**	**13**	35	73	19	94	0	113	317
01:30 PM	13	0	**19**	32	0	80	9	89	24	8	**50**	**82**	15	96	0	111	314
01:45 PM	13	0	18	31	0	77	6	83	21	6	30	57	**22**	94	0	116	287
Total Volume	68	0	65	133	0	330	40	370	81	32	156	269	77	404	0	481	1253
% App. Total	51.1	0	48.9		0	89.2	10.8		30.1	11.9	58		16	84	0		
PHF	.773	.000	.855	.875	.000	.917	.625	.934	.810	.615	.780	.820	.875	.842	.000	.853	.935
Cars	68	0	65	133	0	326	40	366	79	32	154	265	77	401	0	478	1242
% Cars	100	0	100	100	0	98.8	100	98.9	97.5	100	98.7	98.5	100	99.3	0	99.4	99.1
Trucks	0	0	0	0	0	4	0	4	2	0	2	4	0	3	0	3	11
% Trucks	0	0	0	0	0	1.2	0	1.1	2.5	0	1.3	1.5	0	0.7	0	0.6	0.9

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				01:00 PM				01:00 PM				11:00 AM			
+0 mins.	14	0	18	32	0	83	**16**	**99**	11	5	41	57	15	134	0	149
+15 mins.	15	0	**24**	**39**	0	**90**	9	99	**25**	**13**	35	73	12	**158**	0	**170**
+30 mins.	17	0	11	28	0	80	9	89	24	8	**50**	**82**	15	133	0	148
+45 mins.	**22**	0	16	38	0	77	6	83	21	6	30	57	**17**	115	0	132
Total Volume	68	0	69	137	0	330	40	370	81	32	156	269	59	540	0	599
% App. Total	49.6	0	50.4		0	89.2	10.8		30.1	11.9	58		9.8	90.2	0	
PHF	.773	.000	.719	.878	.000	.917	.625	.934	.810	.615	.780	.820	.868	.854	.000	.881

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 5

Groups Printed- Cars

	Waterfront Park From North			Merrimac St From East			Green St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	5	0	9	0	68	3	16	4	34	15	132	0	286
11:15 AM	5	0	10	0	80	6	24	6	33	12	158	0	334
11:30 AM	5	0	9	0	70	3	21	2	28	15	133	0	286
11:45 AM	5	0	13	0	71	8	20	4	40	17	114	0	292
Total	20	0	41	0	289	20	81	16	135	59	537	0	1198
12:00 PM	11	0	11	0	86	8	28	9	24	26	97	0	300
12:15 PM	13	0	18	0	81	10	24	6	29	23	107	0	311
12:30 PM	14	0	24	0	81	4	18	7	25	29	90	0	292
12:45 PM	17	0	11	0	71	8	18	6	32	25	84	0	272
Total	55	0	64	0	319	30	88	28	110	103	378	0	1175
01:00 PM	22	0	16	0	83	16	11	5	41	21	119	0	334
01:15 PM	20	0	12	0	87	9	23	13	33	19	93	0	309
01:30 PM	13	0	19	0	79	9	24	8	50	15	95	0	312
01:45 PM	13	0	18	0	77	6	21	6	30	22	94	0	287
Total	68	0	65	0	326	40	79	32	154	77	401	0	1242
Grand Total	143	0	170	0	934	90	248	76	399	239	1316	0	3615
Apprch %	45.7	0	54.3	0	91.2	8.8	34.3	10.5	55.2	15.4	84.6	0	
Total %	4	0	4.7	0	25.8	2.5	6.9	2.1	11	6.6	36.4	0	

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 9

Groups Printed- Trucks

	Waterfront Park From North			Merrimac St From East			Green St From South			Merrimac St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15 AM	1	0	0	0	1	1	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	0	0	0	2	1	1	0	0	0	3	0	8
12:00 PM	0	0	0	0	1	0	1	0	4	0	0	0	6
12:15 PM	1	0	0	0	1	0	2	0	1	0	1	0	6
12:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	2	0	0	0	2	0	4	0	5	0	2	0	15
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	0	3	0	2	0	2	0	1	0	8
01:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	0	2	0	2	0	3	0	11
Grand Total	3	0	0	0	8	1	7	0	7	0	8	0	34
Apprch %	100	0	0	0	88.9	11.1	50	0	50	0	100	0	
Total %	8.8	0	0	0	23.5	2.9	20.6	0	20.6	0	23.5	0	

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 13

Groups Printed- Bikes Peds

	Waterfront Park From North				Merrimac St From East				Green St From South				Merrimac St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	10	0	1	1	15	0	0	1	6	0	0	0	0	31	3	34
11:15 AM	1	0	0	3	0	2	0	8	0	0	0	7	0	1	0	0	18	4	22
11:30 AM	0	0	0	22	0	3	1	16	0	0	0	2	0	1	0	0	40	5	45
11:45 AM	0	0	0	15	0	2	0	32	0	1	1	5	0	7	0	0	52	11	63
Total	1	0	0	50	0	8	2	71	0	1	2	20	0	9	0	0	141	23	164
12:00 PM	2	0	0	9	0	0	2	31	0	0	1	5	0	3	0	0	45	8	53
12:15 PM	1	0	0	12	0	1	0	40	0	0	0	1	0	0	0	1	54	2	56
12:30 PM	0	0	0	11	0	0	0	32	0	0	1	3	0	0	0	3	49	1	50
12:45 PM	0	1	0	25	0	4	0	42	0	0	0	20	0	5	0	5	92	10	102
Total	3	1	0	57	0	5	2	145	0	0	2	29	0	8	0	9	240	21	261
01:00 PM	0	0	0	11	0	0	0	41	0	0	0	8	0	0	0	0	60	0	60
01:15 PM	0	0	0	16	0	1	0	36	0	6	0	9	0	3	1	1	62	11	73
01:30 PM	0	0	0	9	0	0	0	38	0	0	0	6	0	0	0	0	53	0	53
01:45 PM	1	0	0	7	0	6	0	45	0	0	1	6	0	2	1	3	61	11	72
Total	1	0	0	43	0	7	0	160	0	6	1	29	0	5	2	4	236	22	258
Grand Total	5	1	0	150	0	20	4	376	0	7	5	78	0	22	2	13	617	66	683
Apprch %	83.3	16.7	0		0	83.3	16.7		0	58.3	41.7		0	91.7	8.3				
Total %	7.6	1.5	0		0	30.3	6.1		0	10.6	7.6		0	33.3	3		90.3	9.7	

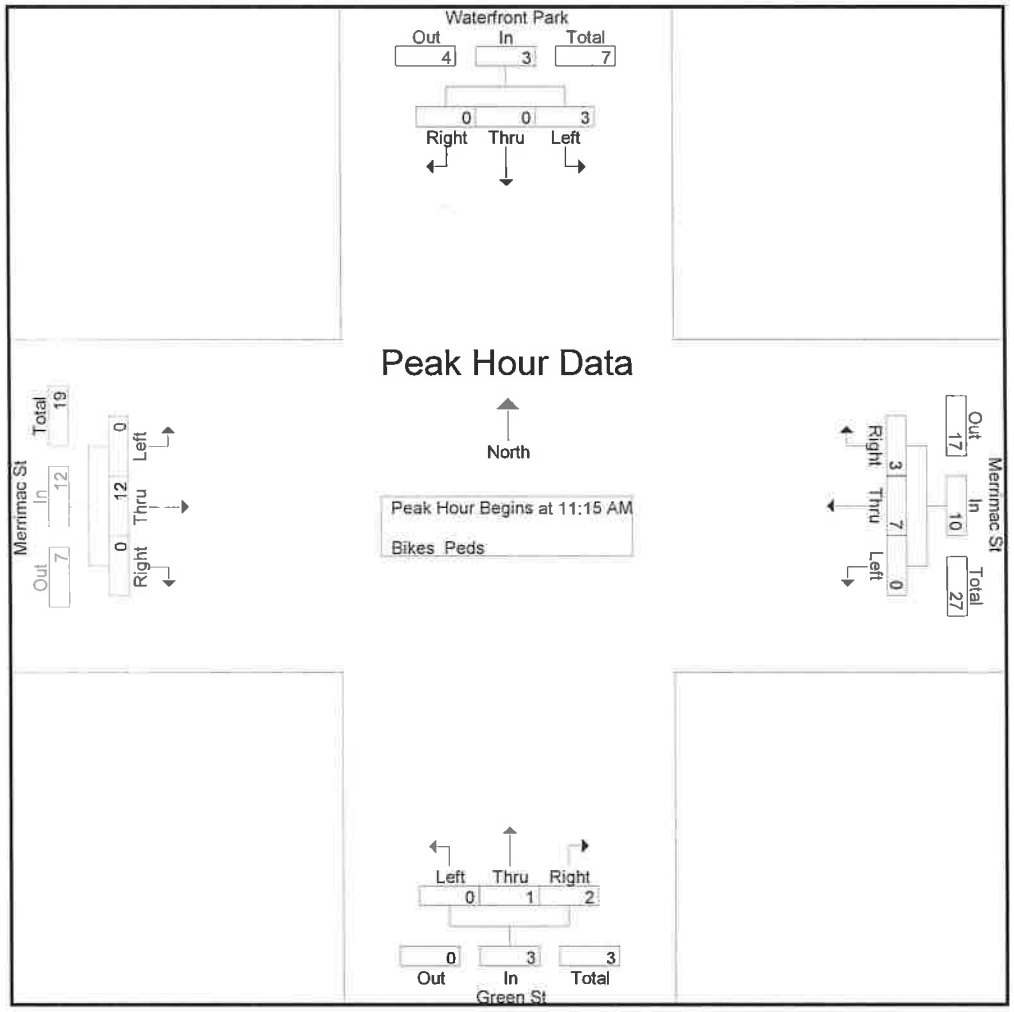
N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 14

	Waterfront Park From North				Merrimac St From East				Green St From South				Merrimac St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
11:30 AM	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	1	0	1	5
11:45 AM	0	0	0	0	0	2	0	2	0	**1**	**1**	**2**	0	**7**	0	**7**	**11**
12:00 PM	**2**	0	0	**2**	0	0	**2**	2	0	0	1	1	0	3	0	3	8
Total Volume	3	0	0	3	0	7	3	10	0	1	2	3	0	12	0	12	28
% App. Total	100	0	0		0	70	30		0	33.3	66.7		0	100	0		
PHF	.375	.000	.000	.375	.000	.583	.375	.625	.000	.250	.500	.375	.000	.429	.000	.429	.636

N/S Street : Waterfront Park / Green St
E/W Street: Merrimac Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 728100S
Site Code : 7281000
Start Date : 7/28/201
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:00 AM				12:30 PM				11:15 AM			
+0 mins.	**2**	0	0	**2**	0	1	**1**	2	0	0	**1**	1	0	1	0	1
+15 mins.	1	0	0	1	0	2	**0**	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	**7**	0	**7**
+45 mins.	0	**1**	0	1	0	2	0	2	0	**6**	0	**6**	0	3	0	3
Total Volume	3	1	0	4	0	8	2	10	0	6	1	7	0	12	0	12
% App. Total	75	25	0		0	80	20		0	85.7	14.3		0	100	0	
PHF	.375	.250	.000	.500	.000	.667	.500	.625	.000	.250	.250	.292	.000	.429	.000	.429

Accurate Counts

978-664-2565

S Street : State Street
/N Street : Water St / Merrimac St
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 1

Groups Printed- Cars - Trucks

	Water St From East		State St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	33	35	0	0	15	45	12
07:15 AM	44	50	0	0	16	50	16
07:30 AM	56	59	0	0	12	64	19
07:45 AM	69	60	0	0	17	61	20
Total	202	204	0	0	60	220	68
08:00 AM	64	77	0	0	12	80	23
08:15 AM	76	77	0	0	9	75	23
08:30 AM	87	73	0	0	16	74	25
08:45 AM	90	94	0	0	16	81	28
Total	317	321	0	0	53	310	100
Grand Total	519	525	0	0	113	530	168
Apprch %	49.7	50.3	0	0	17.6	82.4	
Total %	30.8	31.1	0	0	6.7	31.4	
Cars	510	524	0	0	104	523	166
% Cars	98.3	99.8	0	0	92	98.7	98
Trucks	9	1	0	0	9	7	2
% Trucks	1.7	0.2	0	0	8	1.3	1

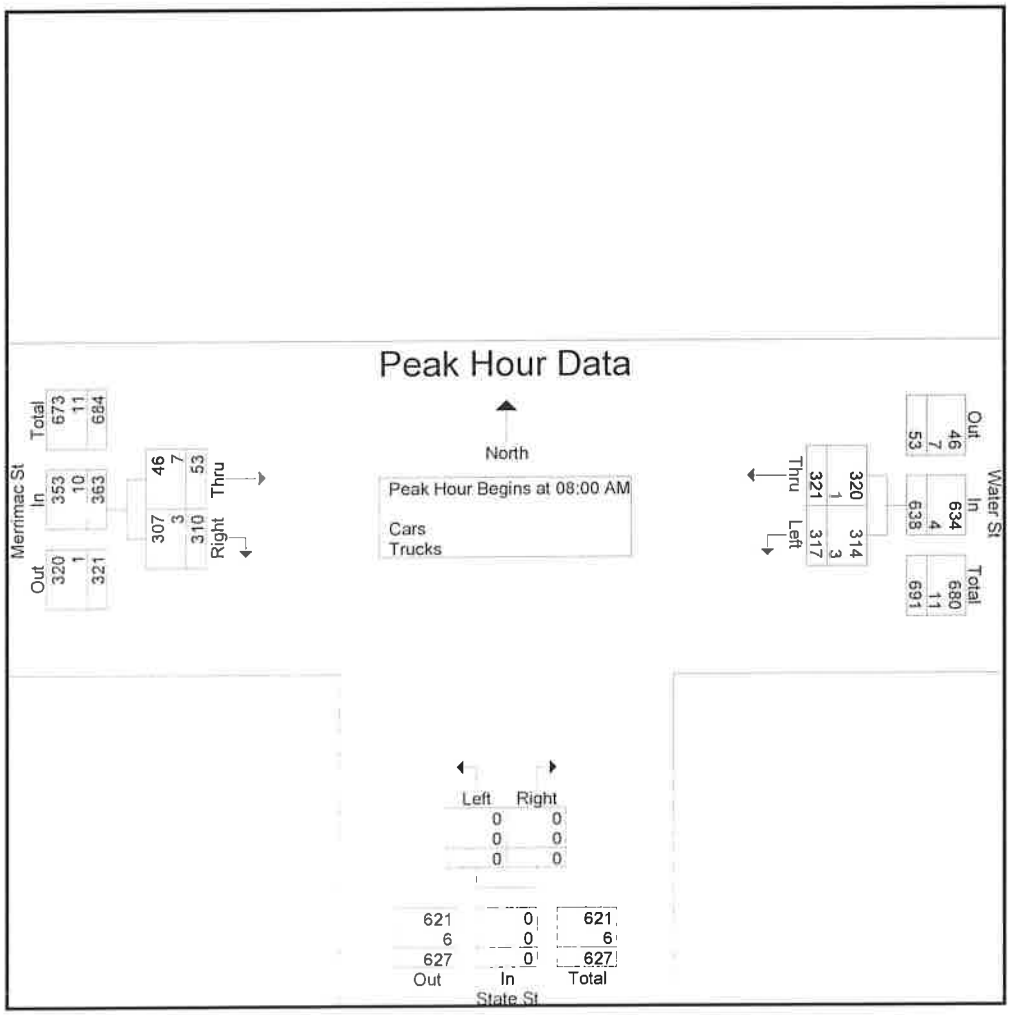
Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 2

	Water St From East			State St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	64	77	141	0	0	0	12	80	92	23
08:15 AM	76	77	153	0	0	0	9	75	84	23
08:30 AM	87	73	160	0	0	0	**16**	74	90	25
08:45 AM	**90**	**94**	**184**	0	0	0	16	**81**	**97**	**28**
Total Volume	317	321	638	0	0	0	53	310	363	100
% App. Total	49.7	50.3		0	0		14.6	85.4		
PHF	.881	.854	.867	.000	.000	.000	.828	.957	.936	.89
Cars	314	320	634	0	0	0	46	307	353	98
% Cars	99.1	99.7	99.4	0	0	0	86.8	99.0	97.2	98
Trucks	3	1	4	0	0	0	7	3	10	1
% Trucks	0.9	0.3	0.6	0	0	0	13.2	1.0	2.8	1



Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 4

Groups Printed- Cars

	Water St From East		State St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	31	35	0	0	15	44	12
07:15 AM	42	50	0	0	16	49	15
07:30 AM	56	59	0	0	11	63	18
07:45 AM	67	60	0	0	16	60	20
Total	196	204	0	0	58	216	67
08:00 AM	64	77	0	0	10	78	22
08:15 AM	75	77	0	0	7	75	23
08:30 AM	85	73	0	0	14	73	24
08:45 AM	90	93	0	0	15	81	27
Total	314	320	0	0	46	307	98
Grand Total	510	524	0	0	104	523	166
Apprch %	49.3	50.7	0	0	16.6	83.4	
Total %	30.7	31.5	0	0	6.3	31.5	

Accurate Counts

978-664-2565

S Street : State Street
/N Street : Water St / Merrimac St
:y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 7

Groups Printed- Trucks

	Water St From East		State St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	2	0	0	0	0	1	
07:15 AM	2	0	0	0	0	1	
07:30 AM	0	0	0	0	1	1	
07:45 AM	2	0	0	0	1	1	
Total	6	0	0	0	2	4	
08:00 AM	0	0	0	0	2	2	
08:15 AM	1	0	0	0	2	0	
08:30 AM	2	0	0	0	2	1	
08:45 AM	0	1	0	0	1	0	
Total	3	1	0	0	7	3	
Grand Total	9	1	0	0	9	7	
Apprch %	90	10	0	0	56.2	43.8	
Total %	34.6	3.8	0	0	34.6	26.9	

Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 10

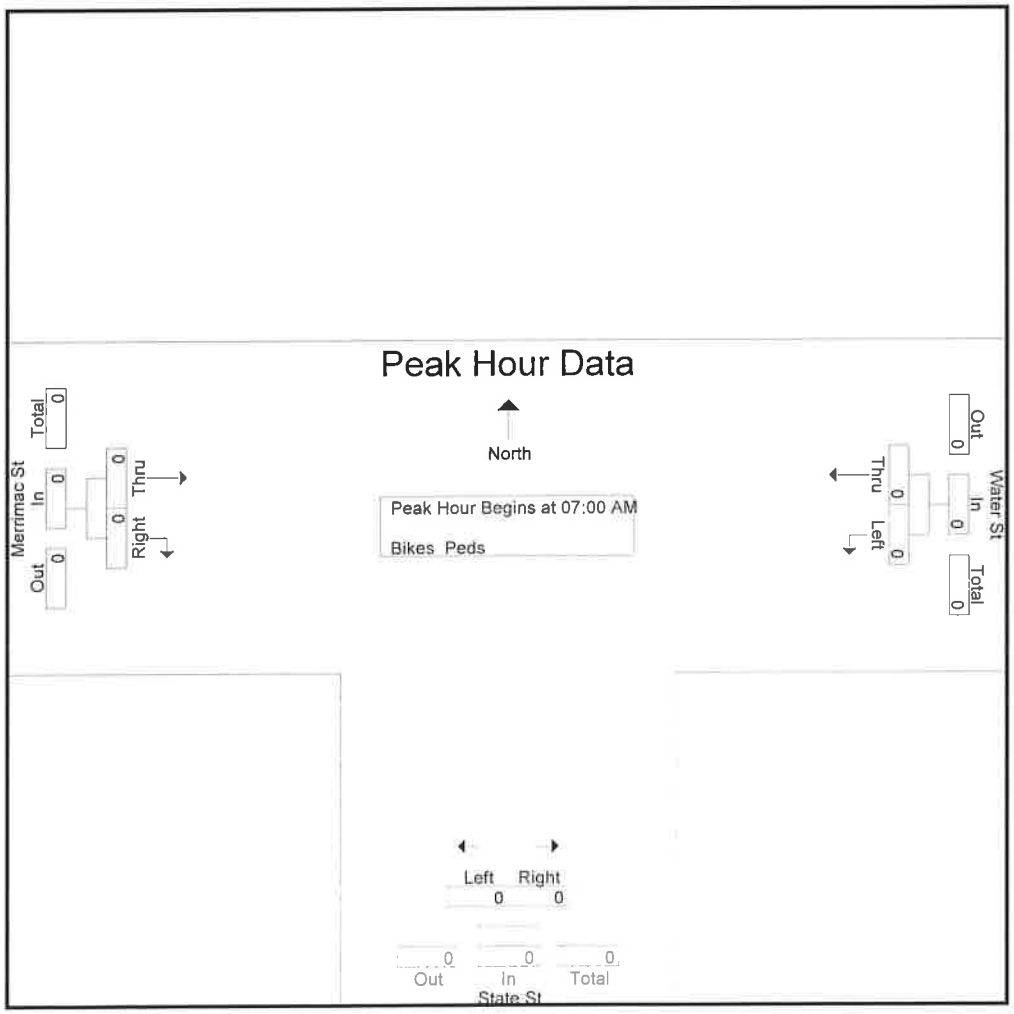
Groups Printed- Bikes Peds

	Water St From East			State St From South			Merrimac St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	3	0	0	0	3	0	
07:45 AM	0	0	2	0	0	1	0	0	0	3	0	
Total	0	0	2	0	0	4	0	0	0	6	0	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	0	0	2	0	0	1	3	0	
08:30 AM	0	0	2	0	0	2	0	0	1	5	0	
08:45 AM	0	0	6	0	0	8	0	0	0	14	0	1
Total	0	0	8	0	0	12	0	0	2	22	0	2
Grand Total	0	0	10	0	0	16	0	0	2	28	0	2
Apprch %	0	0		0	0		0	0				
Total %										100	0	

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 11

	Water St From East			State St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.00



Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 1

Groups Printed- Cars - Trucks

	Water St From East		State St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	97	81	0	0	20	88	28
04:15 PM	98	81	0	0	14	82	27
04:30 PM	94	75	0	0	19	81	26
04:45 PM	91	83	0	0	10	77	26
Total	380	320	0	0	63	328	109
05:00 PM	91	78	0	0	19	86	27
05:15 PM	102	59	0	0	17	86	26
05:30 PM	91	72	0	0	22	69	25
05:45 PM	93	67	0	0	18	76	25
Total	377	276	0	0	76	317	104
Grand Total	757	596	0	0	139	645	213
Apprch %	55.9	44.1	0	0	17.7	82.3	
Total %	35.4	27.9	0	0	6.5	30.2	
Cars	756	593	0	0	134	644	212
% Cars	99.9	99.5	0	0	96.4	99.8	99
Trucks	1	3	0	0	5	1	
% Trucks	0.1	0.5	0	0	3.6	0.2	0

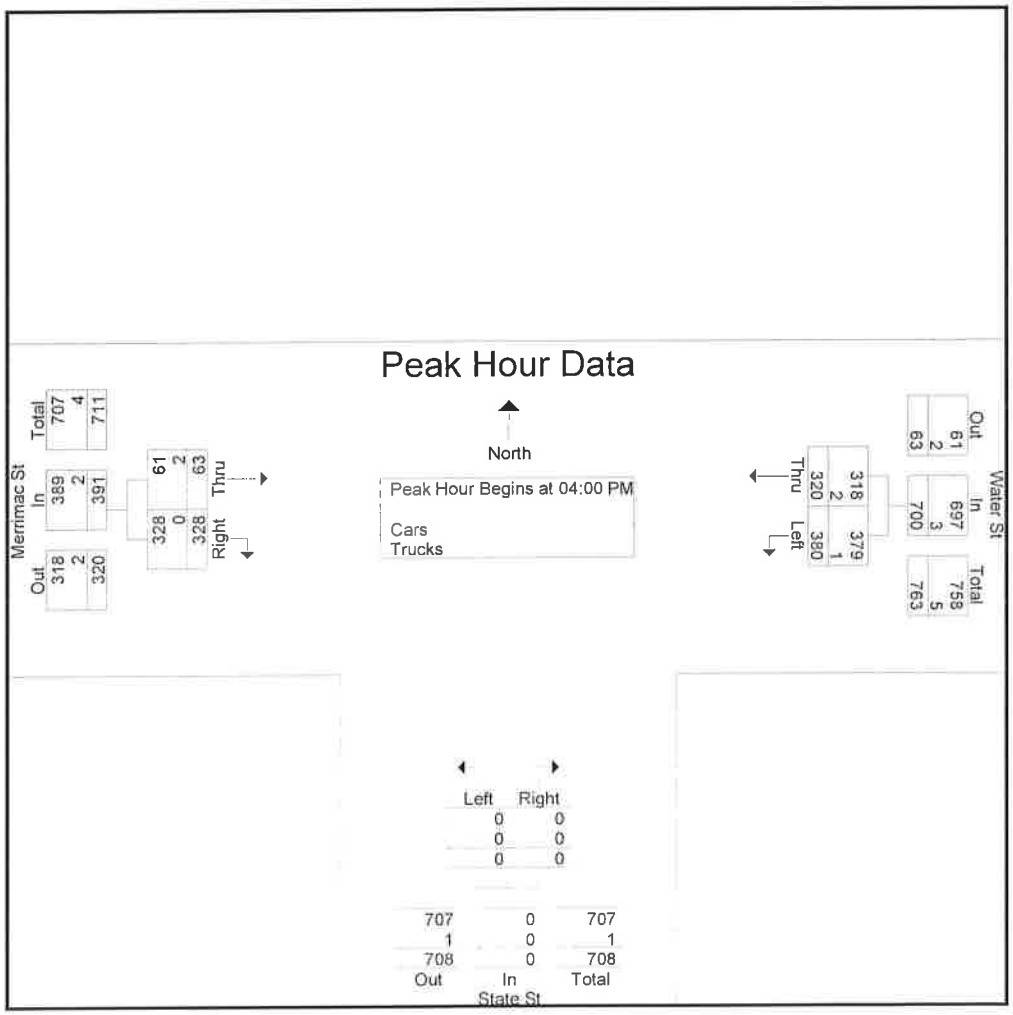
Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 2

	Water St From East			State St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	97	81	178	0	0	0	**20**	**88**	**108**	**28**
04:15 PM	**98**	81	**179**	0	0	0	14	82	96	27
04:30 PM	94	75	169	0	0	0	19	81	100	26
04:45 PM	91	**83**	174	0	0	0	10	77	87	26
Total Volume	380	320	700	0	0	0	63	328	391	109
% App. Total	54.3	45.7		0	0		16.1	83.9		
PHF	.969	.964	.978	.000	.000	.000	.788	.932	.905	.95
Cars	379	318	697	0	0	0	61	328	389	108
% Cars	99.7	99.4	99.6	0	0	0	96.8	100	99.5	99
Trucks	1	2	3	0	0	0	2	0	2	
% Trucks	0.3	0.6	0.4	0	0	0	3.2	0	0.5	0



Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 4

Groups Printed- Cars

	Water St From East		State St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	96	81	0	0	19	88	28
04:15 PM	98	80	0	0	14	82	27
04:30 PM	94	75	0	0	18	81	26
04:45 PM	91	82	0	0	10	77	26
Total	379	318	0	0	61	328	108
05:00 PM	91	78	0	0	17	85	27
05:15 PM	102	59	0	0	17	86	26
05:30 PM	91	71	0	0	21	69	25
05:45 PM	93	67	0	0	18	76	25
Total	377	275	0	0	73	316	104
Grand Total	756	593	0	0	134	644	212
Apprch %	56	44	0	0	17.2	82.8	
Total %	35.5	27.9	0	0	6.3	30.3	

Accurate Counts

978-664-2565

S Street : State Street
N Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 7

Groups Printed- Trucks

	Water St From East		State St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	1	0	0	0	1	0	
04:15 PM	0	1	0	0	0	0	
04:30 PM	0	0	0	0	1	0	
04:45 PM	0	1	0	0	0	0	
Total	1	2	0	0	2	0	
05:00 PM	0	0	0	0	2	1	
05:15 PM	0	0	0	0	0	0	
05:30 PM	0	1	0	0	1	0	
05:45 PM	0	0	0	0	0	0	
Total	0	1	0	0	3	1	
Grand Total	1	3	0	0	5	1	
Apprch %	25	75	0	0	83.3	16.7	
Total %	10	30	0	0	50	10	

Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 10

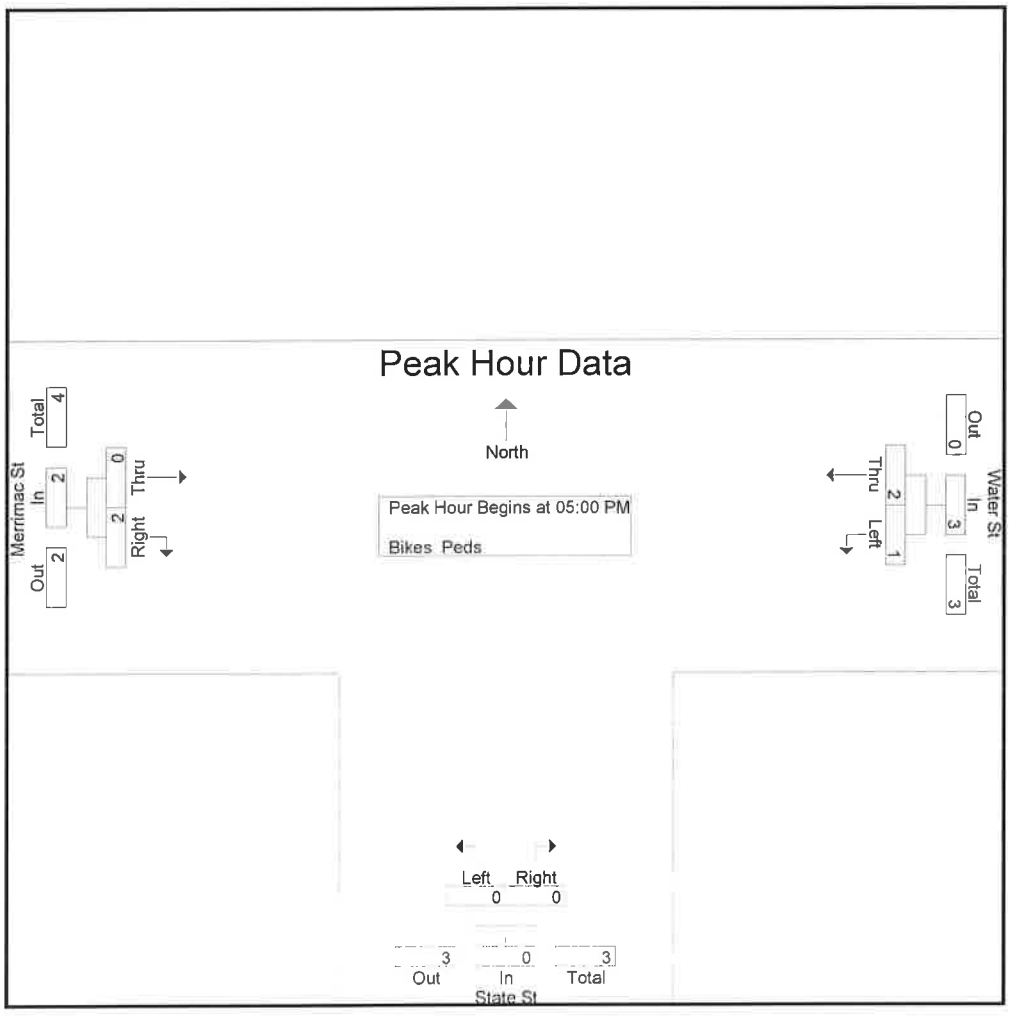
Groups Printed- Bikes Peds

	Water St From East			State St From South			Merrimac St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	0	2	0	0	16	0	0	19	37	0	3
04:15 PM	0	0	0	0	0	5	0	1	4	9	1	1
04:30 PM	0	0	3	0	0	12	0	0	2	17	0	1
04:45 PM	0	1	9	0	0	12	0	0	5	26	1	2
Total	0	1	14	0	0	45	0	1	30	89	2	9
05:00 PM	0	1	1	0	0	12	0	1	0	13	2	1
05:15 PM	0	0	8	0	0	8	0	1	1	17	1	1
05:30 PM	0	0	3	0	0	10	0	0	3	16	0	1
05:45 PM	1	1	2	0	0	6	0	0	0	8	2	1
Total	1	2	14	0	0	36	0	2	4	54	5	5
Grand Total	1	3	28	0	0	81	0	3	34	143	7	15
Apprch %	25	75		0	0		0	100				
Total %	14.3	42.9		0	0		0	42.9		95.3	4.7	

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 11

	Water St From East			State St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	1	1	0	0	0	0	1	1	
05:15 PM	0	0	0	0	0	0	0	1	1	
05:30 PM	0	0	0	0	0	0	0	0	0	
05:45 PM	1	1	2	0	0	0	0	0	0	
Total Volume	1	2	3	0	0	0	0	2	2	
% App. Total	33.3	66.7		0	0		0	100		
PHF	.250	.500	.375	.000	.000	.000	.000	.500	.500	.62



Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 1

Groups Printed- Cars - Trucks

	Water St From East		State St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	104	68	0	0	24	59	25
11:15 AM	102	58	0	0	17	82	25
11:30 AM	101	50	0	0	27	69	24
11:45 AM	102	55	0	0	13	75	24
Total	409	231	0	0	81	285	100
12:00 PM	91	60	0	0	15	88	25
12:15 PM	89	54	0	0	23	89	25
12:30 PM	67	49	0	0	14	73	20
12:45 PM	78	55	0	0	14	81	22
Total	325	218	0	0	66	331	94
01:00 PM	100	72	0	0	26	76	27
01:15 PM	87	53	0	0	28	87	25
01:30 PM	84	56	0	0	19	82	24
01:45 PM	97	64	0	0	30	100	29
Total	368	245	0	0	103	345	106
Grand Total	1102	694	0	0	250	961	300
Apprch %	61.4	38.6	0	0	20.6	79.4	
Total %	36.6	23.1	0	0	8.3	32	
Cars	1094	687	0	0	243	954	297
% Cars	99.3	99	0	0	97.2	99.3	9
Trucks	8	7	0	0	7	7	2
% Trucks	0.7	1	0	0	2.8	0.7	

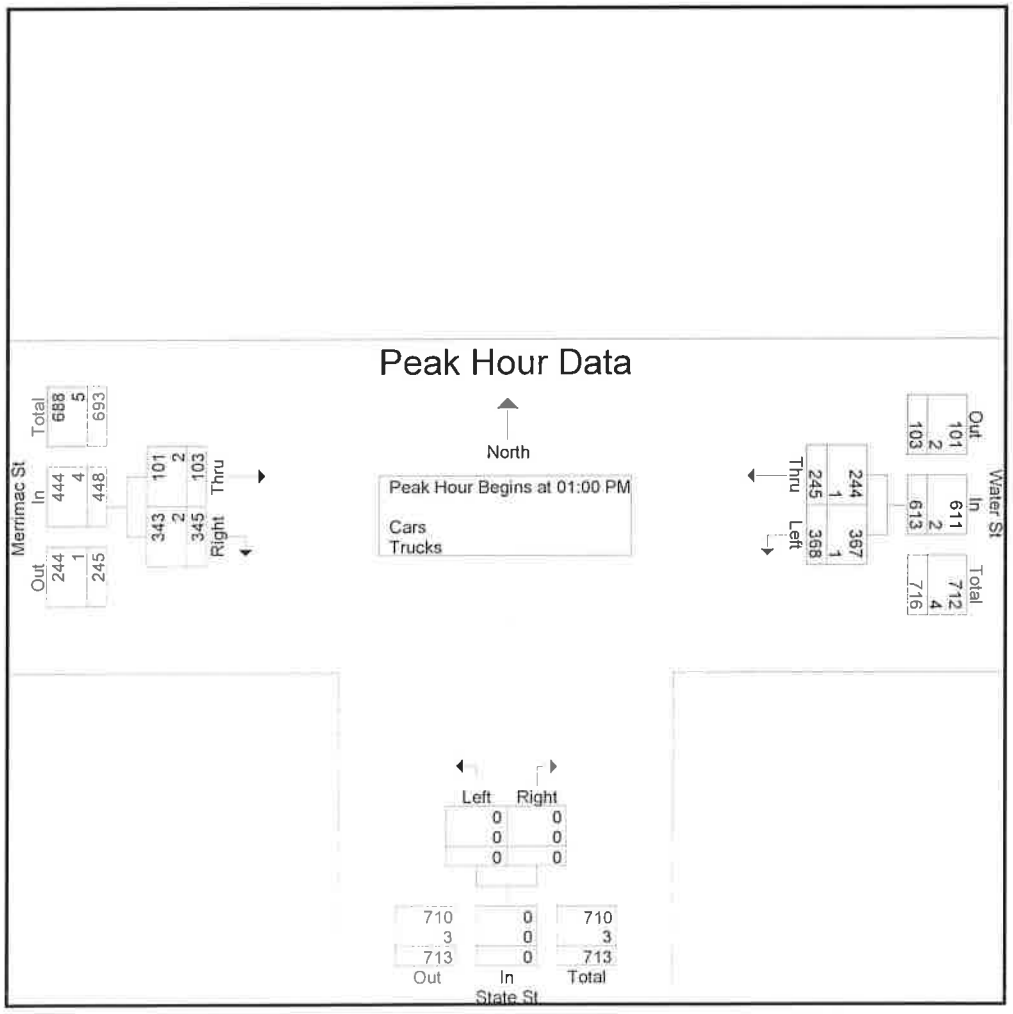
Accurate Counts

978-664-2565

S Street : State Street
N Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 2

	Water St From East			State St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 01:00 PM										
01:00 PM	**100**	**72**	172	0	0	0	26	76	102	27
01:15 PM	87	53	140	0	0	0	28	87	115	25
01:30 PM	84	56	140	0	0	0	19	82	101	24
01:45 PM	97	64	161	0	0	0	**30**	**100**	**130**	**29**
Total Volume	368	245	613	0	0	0	103	345	448	106
% App. Total	60	40		0	0		23	77		
PHF	.920	.851	.891	.000	.000	.000	.858	.863	.862	.91
Cars	367	244	611	0	0	0	101	343	444	105
% Cars	99.7	99.6	99.7	0	0	0	98.1	99.4	99.1	99
Trucks	1	1	2	0	0	0	2	2	4	
% Trucks	0.3	0.4	0.3	0	0	0	1.9	0.6	0.9	0



Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 4

Groups Printed- Cars

	Water St From East		State St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	102	68	0	0	24	58	25
11:15 AM	101	58	0	0	16	80	25
11:30 AM	101	50	0	0	26	69	24
11:45 AM	102	54	0	0	12	75	24
Total	406	230	0	0	78	282	99
12:00 PM	91	56	0	0	15	88	25
12:15 PM	87	53	0	0	23	88	25
12:30 PM	66	49	0	0	12	72	19
12:45 PM	77	55	0	0	14	81	22
Total	321	213	0	0	64	329	92
01:00 PM	100	72	0	0	25	76	27
01:15 PM	87	53	0	0	28	86	25
01:30 PM	83	56	0	0	18	81	23
01:45 PM	97	63	0	0	30	100	29
Total	367	244	0	0	101	343	105
Grand Total	1094	687	0	0	243	954	297
Apprch %	61.4	38.6	0	0	20.3	79.7	
Total %	36.7	23.1	0	0	8.2	32	

Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 7

Groups Printed- Trucks

	Water St From East		State St From South		Merrimac St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	2	0	0	0	0	1	
11:15 AM	1	0	0	0	1	2	
11:30 AM	0	0	0	0	1	0	
11:45 AM	0	1	0	0	1	0	
Total	3	1	0	0	3	3	
12:00 PM	0	4	0	0	0	0	
12:15 PM	2	1	0	0	0	1	
12:30 PM	1	0	0	0	2	1	
12:45 PM	1	0	0	0	0	0	
Total	4	5	0	0	2	2	
01:00 PM	0	0	0	0	1	0	
01:15 PM	0	0	0	0	0	1	
01:30 PM	1	0	0	0	1	1	
01:45 PM	0	1	0	0	0	0	
Total	1	1	0	0	2	2	
Grand Total	8	7	0	0	7	7	
Apprch %	53.3	46.7	0	0	50	50	
Total %	27.6	24.1	0	0	24.1	24.1	

Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 10

Groups Printed- Bikes Peds

	Water St From East			State St From South			Merrimac St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	3	1	3	0	0	11	0	1	9	23	5	2
11:15 AM	0	0	12	0	0	10	1	0	12	34	1	3
11:30 AM	0	2	6	0	0	17	0	1	20	43	3	4
11:45 AM	3	0	11	0	0	3	0	1	24	38	4	4
Total	6	3	32	0	0	41	1	3	65	138	13	15
12:00 PM	0	1	9	0	0	3	0	0	15	27	1	2
12:15 PM	0	0	5	0	0	14	0	3	8	27	3	3
12:30 PM	2	0	11	0	0	18	0	1	13	42	3	4
12:45 PM	1	0	5	0	0	16	0	0	7	28	1	2
Total	3	1	30	0	0	51	0	4	43	124	8	13
01:00 PM	0	0	0	0	0	10	0	1	6	16	1	1
01:15 PM	0	0	15	0	0	23	0	0	14	52	0	5
01:30 PM	0	0	4	0	0	40	1	0	12	56	1	5
01:45 PM	1	0	4	0	0	16	0	1	11	31	2	3
Total	1	0	23	0	0	89	1	2	43	155	4	15
Grand Total	10	4	85	0	0	181	2	9	151	417	25	44
Apprch %	71.4	28.6		0	0		18.2	81.8				
Total %	40	16		0	0		8	36		94.3	5.7	

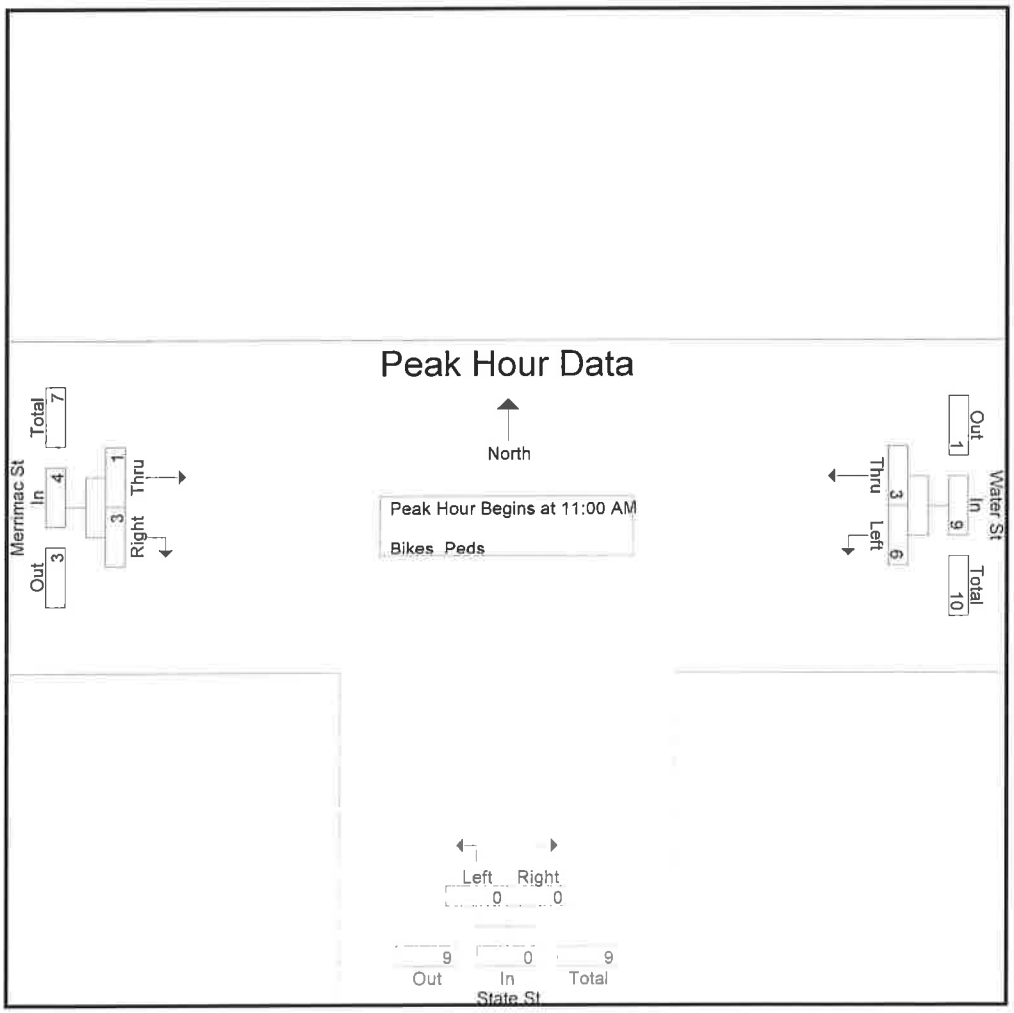
Accurate Counts

978-664-2565

S Street : State Street
W Street : Water St / Merrimac St
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 11

	Water St From East			State St From South			Merrimac St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	**3**	1	**4**	0	0	0	0	**1**	**1**	
11:15 AM	0	0	0	0	0	0	**1**	0	1	
11:30 AM	0	**2**	2	0	0	0	0	1	1	
11:45 AM	3	0	3	0	0	0	0	1	1	
Total Volume	6	3	9	0	0	0	1	3	4	1
% App. Total	66.7	33.3		0	0		25	75		
PHF	.500	.375	.563	.000	.000	.000	.250	.750	1.00	.65



Accurate Counts
978-664-2565

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Driveway From North			Water St From East			Fair St From South			Water St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	1	41	0	7	0	1	0	37	2	90
07:15 AM	0	1	0	0	63	0	5	0	1	0	42	0	112
07:30 AM	0	0	0	1	80	0	5	0	2	1	56	2	147
07:45 AM	0	0	1	2	59	0	7	0	6	2	60	2	139
Total	0	2	1	4	243	0	24	0	10	3	195	6	488
08:00 AM	0	0	1	2	69	0	15	0	2	0	58	1	148
08:15 AM	0	0	0	1	75	0	11	1	4	1	60	2	155
08:30 AM	0	0	1	0	74	0	13	0	7	1	69	5	170
08:45 AM	1	0	1	0	96	1	16	1	8	3	88	1	216
Total	1	0	3	3	314	1	55	2	21	5	275	9	689
Grand Total	1	2	4	7	557	1	79	2	31	8	470	15	1177
Apprch %	14.3	28.6	57.1	1.2	98.6	0.2	70.5	1.8	27.7	1.6	95.3	3	
Total %	0.1	0.2	0.3	0.6	47.3	0.1	6.7	0.2	2.6	0.7	39.9	1.3	
Cars	1	2	4	7	552	1	79	2	31	8	470	15	1172
% Cars	100	100	100	100	99.1	100	100	100	100	100	100	100	99.6
Trucks	0	0	0	0	5	0	0	0	0	0	0	0	5
% Trucks	0	0	0	0	0.9	0	0	0	0	0	0	0	0.4

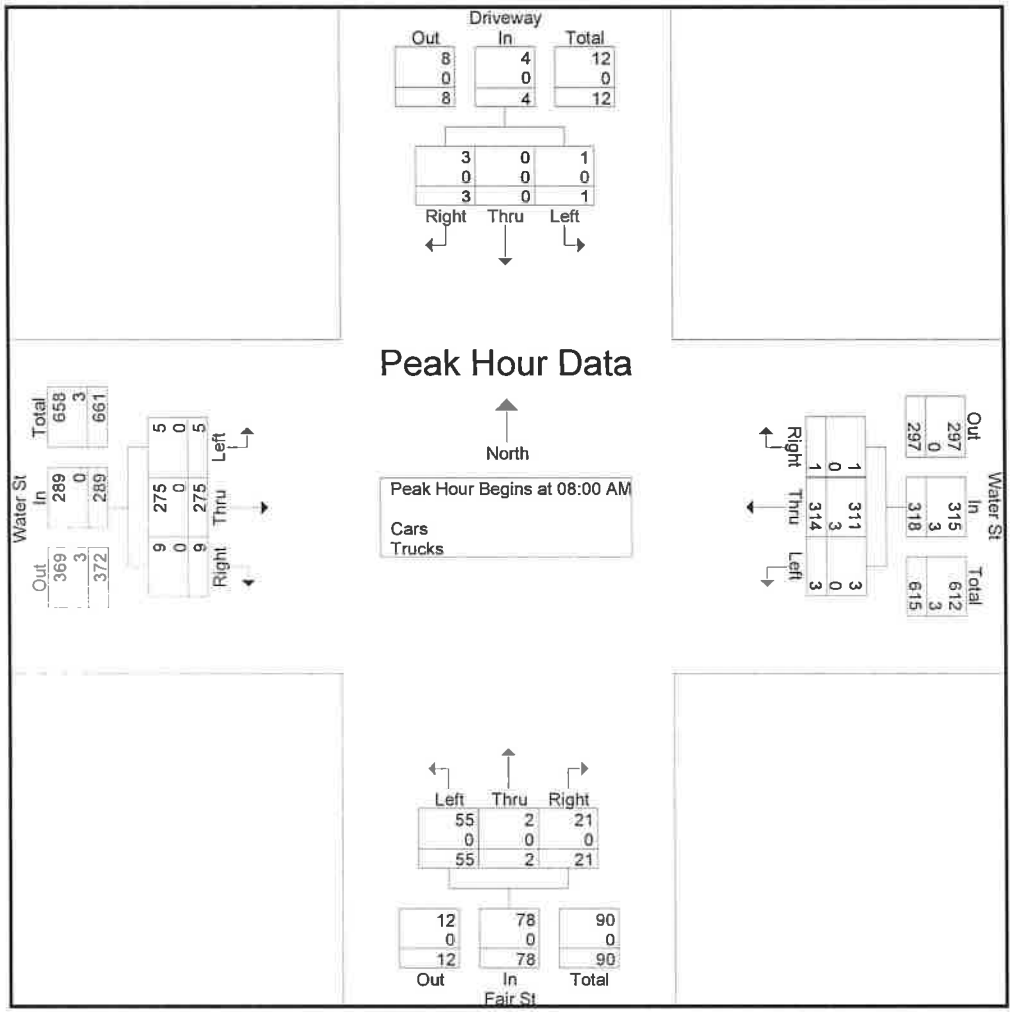
/S Street : Fair Street / Driveway
/W Street : Water Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	Driveway From North				Water St From East				Fair St From South				Water St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	1	1	2	69	0	71	15	0	2	17	0	58	1	59	148
08:15 AM	0	0	0	0	1	75	0	76	11	1	4	16	1	60	2	63	155
08:30 AM	0	0	1	1	0	74	0	74	13	0	7	20	1	69	5	75	170
08:45 AM	1	0	1	2	0	96	1	97	16	1	8	25	3	88	1	92	216
Total Volume	1	0	3	4	3	314	1	318	55	2	21	78	5	275	9	289	689
% App. Total	25	0	75		0.9	98.7	0.3		70.5	2.6	26.9		1.7	95.2	3.1		
PHF	.250	.000	.750	.500	.375	.818	.250	.820	.859	.500	.656	.780	.417	.781	.450	.785	.797
Cars	1	0	3	4	3	311	1	315	55	2	21	78	5	275	9	289	686
% Cars	100	0	100	100	100	99.0	100	99.1	100	100	100	100	100	100	100	100	99.6
Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% Trucks	0	0	0	0	0	1.0	0	0.9	0	0	0	0	0	0	0	0	0.4

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	**1**	1	**2**	69	0	71	15	0	2	17	0	58	1	59
+15 mins.	0	0	0	0	1	75	0	76	11	**1**	4	16	1	60	2	63
+30 mins.	0	0	1	1	0	74	0	74	13	0	7	20	1	69	**5**	75
+45 mins.	**1**	0	1	**2**	0	**96**	**1**	**97**	**16**	1	**8**	**25**	**3**	**88**	1	**92**
Total Volume	1	0	3	4	3	314	1	318	55	2	21	78	5	275	9	289
% App. Total	25	0	75		0.9	98.7	0.3		70.5	2.6	26.9		1.7	95.2	3.1	

Accurate Counts
978-664-2565

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Driveway From North			Water St From East			Fair St From South			Water St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	1	41	0	7	0	1	0	37	2	90
07:15 AM	0	1	0	0	63	0	5	0	1	0	42	0	112
07:30 AM	0	0	0	1	79	0	5	0	2	1	56	2	146
07:45 AM	0	0	1	2	58	0	7	0	6	2	60	2	138
Total	0	2	1	4	241	0	24	0	10	3	195	6	486
08:00 AM	0	0	1	2	69	0	15	0	2	0	58	1	148
08:15 AM	0	0	0	1	75	0	11	1	4	1	60	2	155
08:30 AM	0	0	1	0	73	0	13	0	7	1	69	5	169
08:45 AM	1	0	1	0	94	1	16	1	8	3	88	1	214
Total	1	0	3	3	311	1	55	2	21	5	275	9	686
Grand Total	1	2	4	7	552	1	79	2	31	8	470	15	1172
Apprch %	14.3	28.6	57.1	1.2	98.6	0.2	70.5	1.8	27.7	1.6	95.3	3	
Total %	0.1	0.2	0.3	0.6	47.1	0.1	6.7	0.2	2.6	0.7	40.1	1.3	

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

Start Time	Driveway From North			Water St From East			Fair St From South			Water St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	5	0	0	0	0	0	0	0	5
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	
Total %	0	0	0	0	100	0	0	0	0	0	0	0	

/S Street : Fair Street / Driveway
/W Street : Water Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Driveway From North				Water St From East				Fair St From South				Water St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0	0	4	1	5
07:15 AM	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	2	3	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	6	0	6
07:45 AM	0	0	0	3	0	2	0	0	0	0	0	1	0	0	0	1	5	2	7
Total	0	0	0	5	0	5	0	0	0	0	0	6	0	1	0	6	17	6	23
08:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	2	1	3
08:15 AM	0	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	4	1	5
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	2	4
Total	0	0	0	2	0	2	0	1	0	0	0	5	0	5	0	0	8	7	15
Grand Total	0	0	0	7	0	7	0	1	0	0	0	11	0	6	0	6	25	13	38
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0				
Total %	0	0	0		0	53.8	0		0	0	0		0	46.2	0		65.8	34.2	

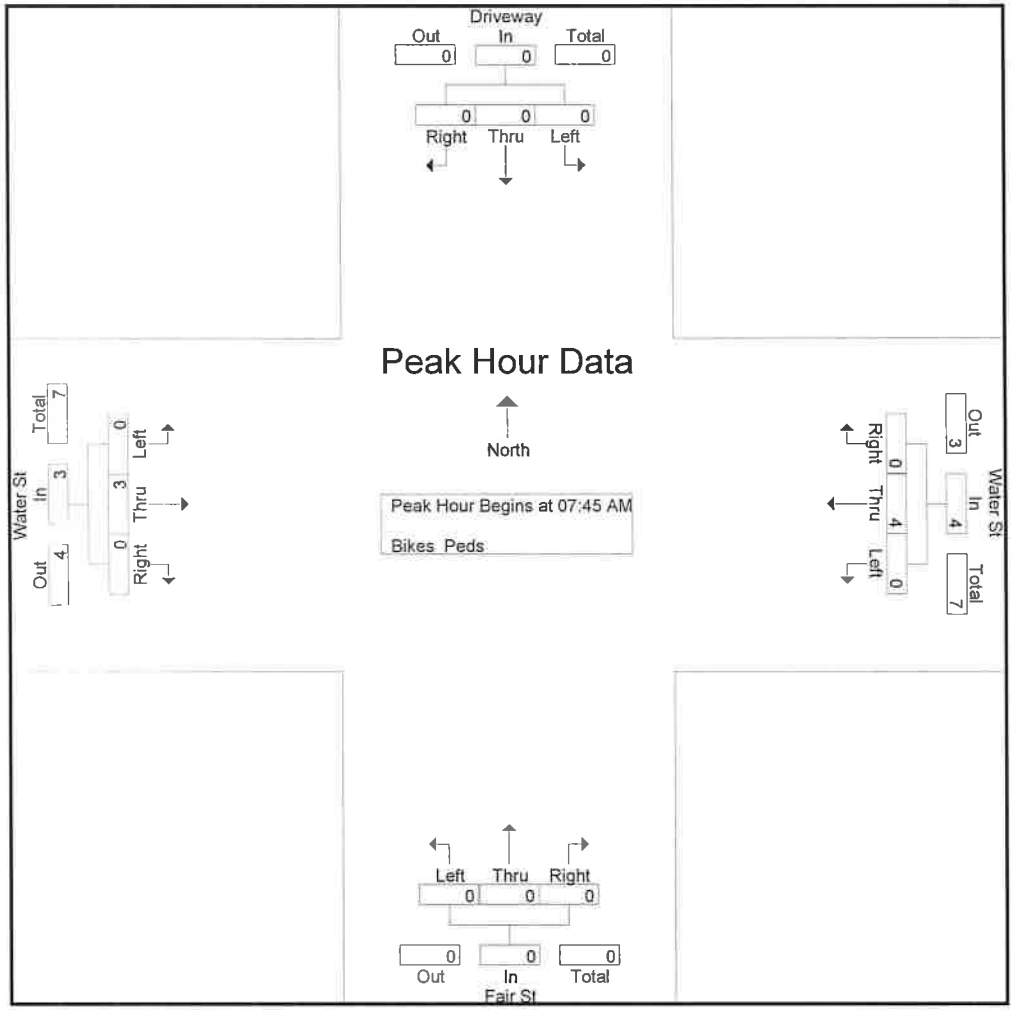
N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	Driveway From North				Water St From East				Fair St From South				Water St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**3**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.583

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	

978-664-2565

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Driveway From North			Water St From East			Fair St From South			Water St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	3	2	82	0	13	0	1	0	77	2	180
04:15 PM	1	0	2	2	74	2	7	0	6	1	80	8	183
04:30 PM	0	0	2	2	88	0	13	1	7	3	87	6	209
04:45 PM	0	0	1	1	99	2	13	0	6	1	81	6	210
Total	1	0	8	7	343	4	46	1	20	5	325	22	782
05:00 PM	1	0	3	1	87	0	15	1	11	3	86	8	216
05:15 PM	2	0	3	0	99	1	7	0	5	4	79	4	204
05:30 PM	0	1	2	3	73	0	19	1	12	2	80	2	195
05:45 PM	0	0	4	11	91	1	10	3	10	1	76	10	217
Total	3	1	12	15	350	2	51	5	38	10	321	24	832
Grand Total	4	1	20	22	693	6	97	6	58	15	646	46	1614
Apprch %	16	4	80	3.1	96.1	0.8	60.2	3.7	36	2.1	91.4	6.5	
Total %	0.2	0.1	1.2	1.4	42.9	0.4	6	0.4	3.6	0.9	40	2.9	
Cars	4	1	20	22	688	6	97	6	58	15	646	46	1609
% Cars	100	100	100	100	99.3	100	100	100	100	100	100	100	99.7
Trucks	0	0	0	0	5	0	0	0	0	0	0	0	5
% Trucks	0	0	0	0	0.7	0	0	0	0	0	0	0	0.3

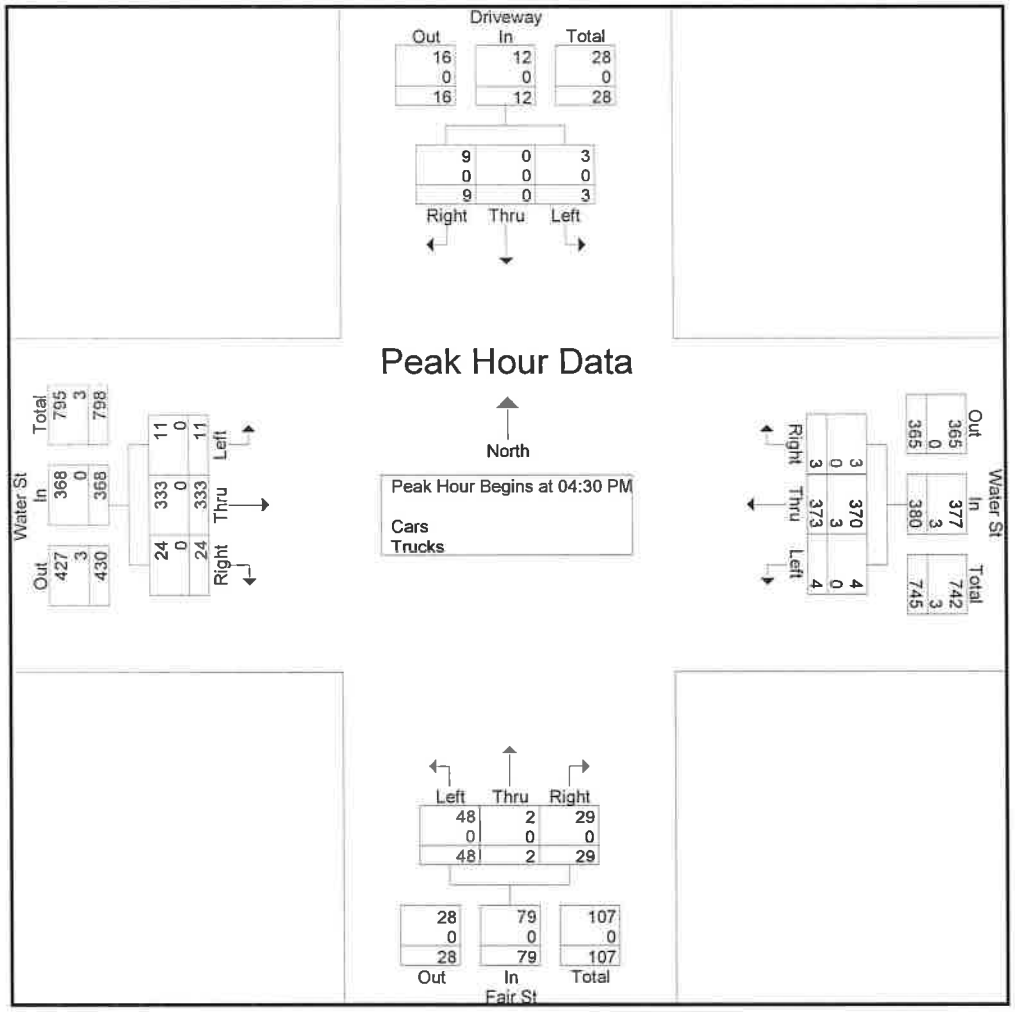
N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	Driveway From North				Water St From East				Fair St From South				Water St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	2	2	**2**	88	0	90	13	**1**	7	21	3	**87**	6	96	209
04:45 PM	0	0	1	1	1	**99**	**2**	**102**	13	0	6	19	1	81	6	88	210
05:00 PM	1	0	**3**	4	1	87	0	88	**15**	1	**11**	**27**	3	86	**8**	**97**	**216**
05:15 PM	**2**	0	3	**5**	0	99	1	100	7	0	5	12	**4**	79	4	87	204
Total Volume	3	0	9	12	4	373	3	380	48	2	29	79	11	333	24	368	839
% App. Total	25	0	75		1.1	98.2	0.8		60.8	2.5	36.7		3	90.5	6.5		
PHF	.375	.000	.750	.600	.500	.942	.375	.931	.800	.500	.659	.731	.688	.957	.750	.948	.971
Cars	3	0	9	12	4	370	3	377	48	2	29	79	11	333	24	368	836
% Cars	100	0	100	100	100	99.2	100	99.2	100	100	100	100	100	100	100	100	99.6
Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% Trucks	0	0	0	0	0	0.8	0	0.8	0	0	0	0	0	0	0	0	0.4

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	1	0	3	4	**2**	88	0	90	15	1	11	27	1	80	**8**	89
+15 mins.	**2**	0	3	**5**	1	**99**	**2**	**102**	7	0	5	12	**3**	**87**	6	96
+30 mins.	0	**1**	2	3	1	87	0	88	**19**	1	**12**	**32**	1	81	6	88
+45 mins.	0	0	**4**	4	0	99	1	100	10	**3**	10	23	3	86	8	**97**
Total Volume	3	1	12	16	4	373	3	380	51	5	38	94	8	334	28	370
% App. Total	18.8	6.2	75		1.1	98.2	0.8		54.3	5.3	40.4		2.2	90.3	7.6	

/S Street : Fair Street / Driveway
/W Street : Water Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Driveway From North			Water St From East			Fair St From South			Water St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	3	2	81	0	13	0	1	0	77	2	179
04:15 PM	1	0	2	2	74	2	7	0	6	1	80	8	183
04:30 PM	0	0	2	2	87	0	13	1	7	3	87	6	208
04:45 PM	0	0	1	1	98	2	13	0	6	1	81	6	209
Total	1	0	8	7	340	4	46	1	20	5	325	22	779
05:00 PM	1	0	3	1	87	0	15	1	11	3	86	8	216
05:15 PM	2	0	3	0	98	1	7	0	5	4	79	4	203
05:30 PM	0	1	2	3	72	0	19	1	12	2	80	2	194
05:45 PM	0	0	4	11	91	1	10	3	10	1	76	10	217
Total	3	1	12	15	348	2	51	5	38	10	321	24	830
Grand Total	4	1	20	22	688	6	97	6	58	15	646	46	1609
Apprch %	16	4	80	3.1	96.1	0.8	60.2	3.7	36	2.1	91.4	6.5	
Total %	0.2	0.1	1.2	1.4	42.8	0.4	6	0.4	3.6	0.9	40.1	2.9	

/S Street : Fair Street / Driveway
/W Street : Water Street
ity/State : Newburyport, MA
/eather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Driveway From North			Water St From East			Fair St From South			Water St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	5	0	0	0	0	0	0	0	5
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	
Total %	0	0	0	0	100	0	0	0	0	0	0	0	

I/S Street : Fair Street / Driveway
:/W Street : Water Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Driveway From North				Water St From East				Fair St From South				Water St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	10	0	1	0	0	0	0	0	11	0	2	0	0	21	3	24
04:15 PM	0	0	0	11	0	1	0	0	0	0	0	7	0	1	0	1	19	2	21
04:30 PM	0	0	0	7	0	0	0	0	0	0	1	22	0	0	0	3	32	1	33
04:45 PM	0	0	0	5	0	1	0	0	0	0	1	20	0	1	0	0	25	3	28
Total	0	0	0	33	0	3	0	0	0	0	2	60	0	4	0	4	97	9	106
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	28	0	1	0	1	29	2	31
05:15 PM	0	0	0	13	0	5	0	0	0	0	0	35	0	0	0	0	48	5	53
05:30 PM	0	0	0	12	0	0	0	2	0	0	0	28	0	1	0	0	42	1	43
05:45 PM	0	0	0	7	0	0	0	0	0	0	0	23	0	0	0	0	30	0	30
Total	0	0	0	32	0	6	0	2	0	0	0	114	0	2	0	1	149	8	157
Grand Total	0	0	0	65	0	9	0	2	0	0	2	174	0	6	0	5	246	17	263
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0				
Total %	0	0	0		0	52.9	0		0	0	11.8		0	35.3	0		93.5	6.5	

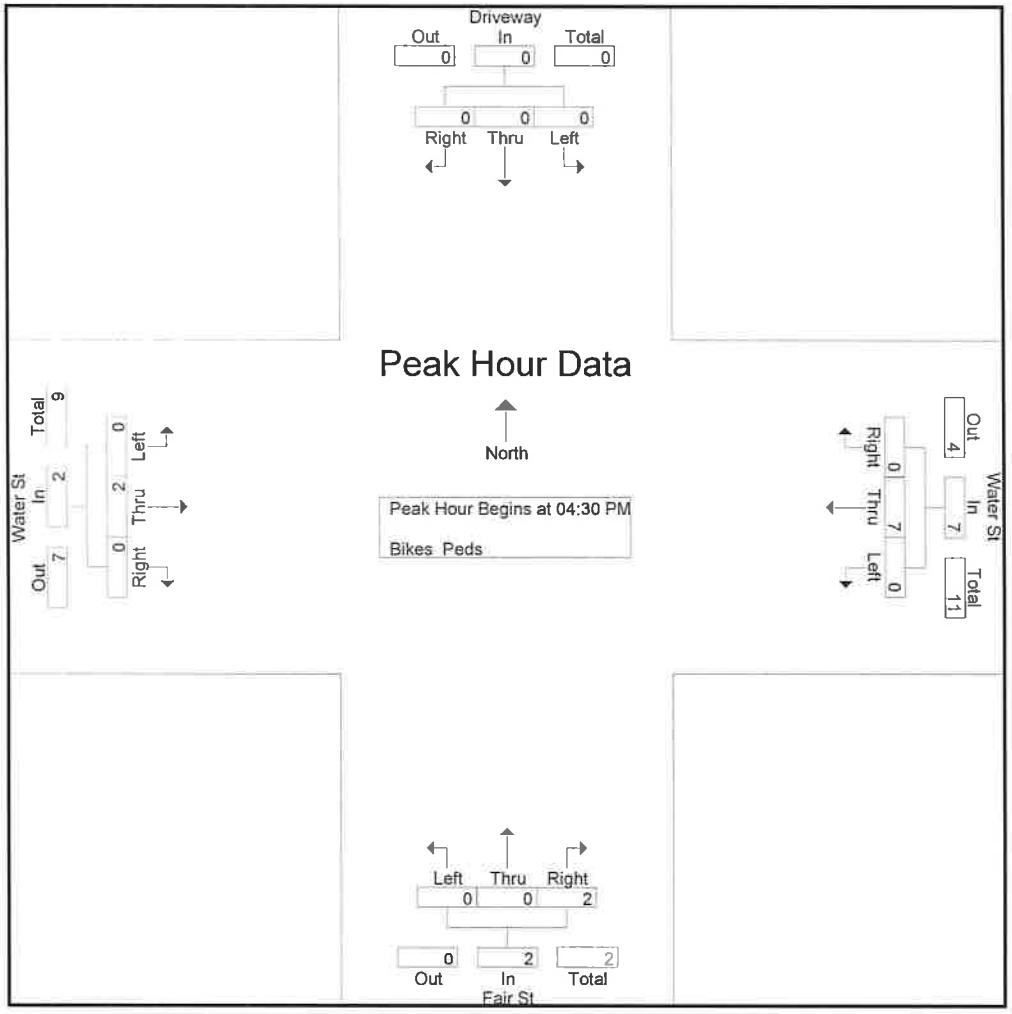
N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	Driveway From North				Water St From East				Fair St From South				Water St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	**1**	0	**1**	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	0	0	0	**5**
Total Volume	0	0	0	0	0	7	0	7	0	0	2	2	0	2	0	2	11
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.350	.000	.350	.000	.000	.500	.500	.000	.500	.000	.500	.550

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	**5**	0	**5**	0	0	1	1	0	1	0	1
Total Volume	0	0	0	0	0	7	0	7	0	0	2	2	0	4	0	4
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	

Accurate Counts
978-664-2565

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Driveway From North			Water St From East			Fair St From South			Water St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	3	4	98	2	17	0	11	1	79	3	218
11:15 AM	0	0	2	0	112	0	16	0	5	4	80	3	222
11:30 AM	0	0	1	2	96	0	11	0	4	1	82	4	201
11:45 AM	0	0	2	0	101	0	10	0	10	3	80	2	208
Total	0	0	8	6	407	2	54	0	30	9	321	12	849
12:00 PM	1	0	1	2	82	2	18	0	10	1	82	1	200
12:15 PM	0	0	0	0	85	0	4	0	5	0	62	5	161
12:30 PM	0	0	1	5	85	0	12	2	3	1	86	3	198
12:45 PM	0	0	0	0	88	0	7	0	5	0	68	3	171
Total	1	0	2	7	340	2	41	2	23	2	298	12	730
01:00 PM	0	0	2	2	79	0	13	0	5	1	72	3	177
01:15 PM	0	0	2	0	69	0	13	0	6	1	63	1	155
01:30 PM	0	0	0	0	76	0	7	0	5	1	56	1	146
01:45 PM	2	1	0	0	77	1	5	0	5	1	64	6	162
Total	2	1	4	2	301	1	38	0	21	4	255	11	640
Grand Total	3	1	14	15	1048	5	133	2	74	15	874	35	2219
Apprch %	16.7	5.6	77.8	1.4	98.1	0.5	63.6	1	35.4	1.6	94.6	3.8	
Total %	0.1	0	0.6	0.7	47.2	0.2	6	0.1	3.3	0.7	39.4	1.6	
Cars	3	1	14	15	1043	5	133	2	74	15	874	35	2214
% Cars	100	100	100	100	99.5	100	100	100	100	100	100	100	99.8
Trucks	0	0	0	0	5	0	0	0	0	0	0	0	5
% Trucks	0	0	0	0	0.5	0	0	0	0	0	0	0	0.2

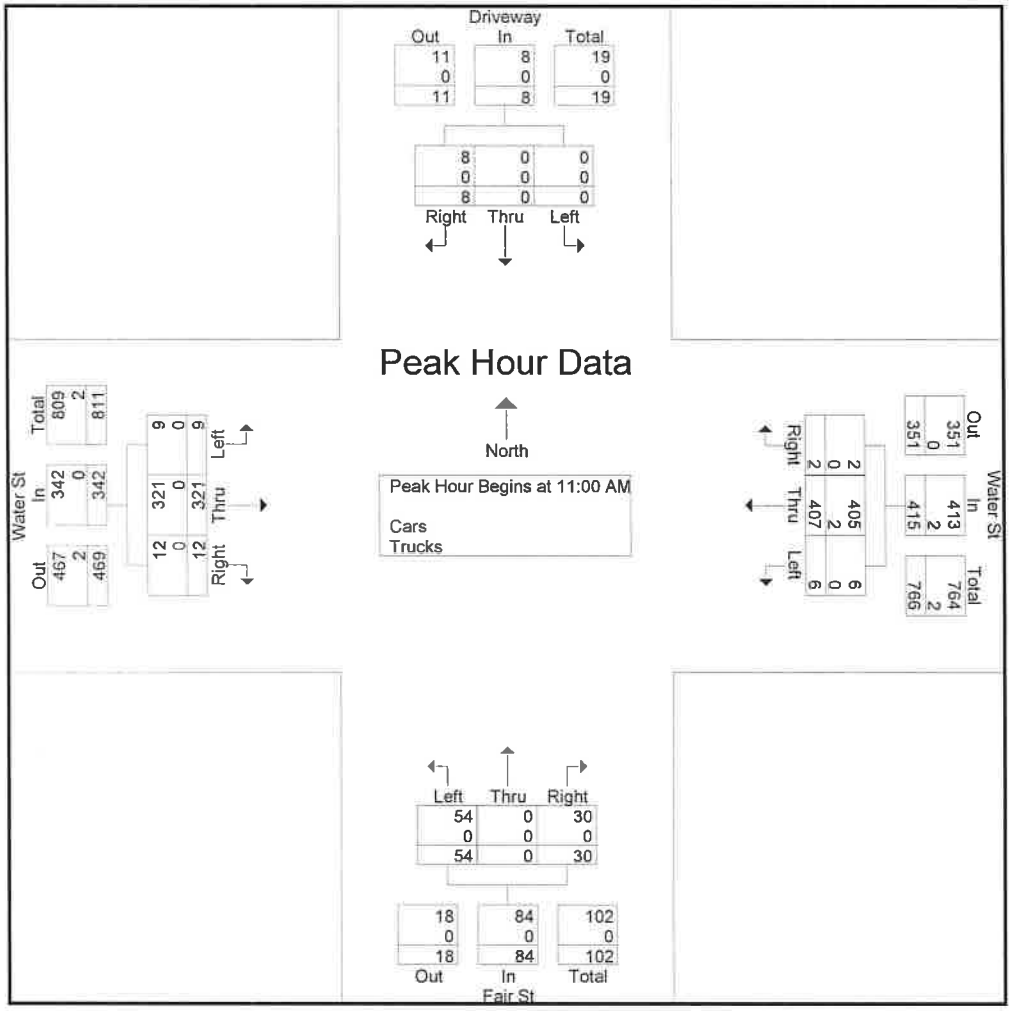
N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 2

	Driveway From North				Water St From East				Fair St From South				Water St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	3	3	4	98	2	104	17	0	11	28	1	79	3	83	218
11:15 AM	0	0	2	2	0	112	0	112	16	0	5	21	4	80	3	87	222
11:30 AM	0	0	1	1	2	96	0	98	11	0	4	15	1	82	4	87	201
11:45 AM	0	0	2	2	0	101	0	101	10	0	10	20	3	80	2	85	208
Total Volume	0	0	8	8	6	407	2	415	54	0	30	84	9	321	12	342	849
% App. Total	0	0	100		1.4	98.1	0.5		64.3	0	35.7		2.6	93.9	3.5		
PHF	.000	.000	.667	.667	.375	.908	.250	.926	.794	.000	.682	.750	.563	.979	.750	.983	.956
Cars	0	0	8	8	6	405	2	413	54	0	30	84	9	321	12	342	847
% Cars	0	0	100	100	100	99.5	100	99.5	100	0	100	100	100	100	100	100	99.8
Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0	0	0	0	0.2

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:00 AM				11:15 AM			
+0 mins.	0	0	**3**	**3**	**4**	98	**2**	104	**17**	0	**11**	**28**	**4**	80	3	**87**
+15 mins.	0	0	2	2	0	**112**	0	**112**	16	0	5	21	1	**82**	**4**	87
+30 mins.	0	0	1	1	2	96	0	98	11	0	4	15	3	80	2	85
+45 mins.	0	0	2	2	0	101	0	101	10	0	10	20	1	82	1	84
Total Volume	0	0	8	8	6	407	2	415	54	0	30	84	9	324	10	343
% App. Total	0	0	100		1.4	98.1	0.5		64.3	0	35.7		2.6	94.5	2.9	
PHF	.000	.000	.667	.667	.375	.908	.250	.926	.794	.000	.682	.750	.563	.988	.625	.986

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Driveway From North			Water St From East			Fair St From South			Water St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	3	4	98	2	17	0	11	1	79	3	218
11:15 AM	0	0	2	0	111	0	16	0	5	4	80	3	221
11:30 AM	0	0	1	2	96	0	11	0	4	1	82	4	201
11:45 AM	0	0	2	0	100	0	10	0	10	3	80	2	207
Total	0	0	8	6	405	2	54	0	30	9	321	12	847
12:00 PM	1	0	1	2	82	2	18	0	10	1	82	1	200
12:15 PM	0	0	0	0	85	0	4	0	5	0	62	5	161
12:30 PM	0	0	1	5	84	0	12	2	3	1	86	3	197
12:45 PM	0	0	0	0	87	0	7	0	5	0	68	3	170
Total	1	0	2	7	338	2	41	2	23	2	298	12	728
01:00 PM	0	0	2	2	79	0	13	0	5	1	72	3	177
01:15 PM	0	0	2	0	69	0	13	0	6	1	63	1	155
01:30 PM	0	0	0	0	75	0	7	0	5	1	56	1	145
01:45 PM	2	1	0	0	77	1	5	0	5	1	64	6	162
Total	2	1	4	2	300	1	38	0	21	4	255	11	639
Grand Total	3	1	14	15	1043	5	133	2	74	15	874	35	2214
Apprch %	16.7	5.6	77.8	1.4	98.1	0.5	63.6	1	35.4	1.6	94.6	3.8	
Total %	0.1	0	0.6	0.7	47.1	0.2	6	0.1	3.3	0.7	39.5	1.6	

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	Driveway From North			Water St From East			Fair St From South			Water St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	5	0	0	0	0	0	0	0	5
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	
Total %	0	0	0	0	100	0	0	0	0	0	0	0	

I/S Street : Fair Street / Driveway
:/W Street : Water Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	Driveway From North				Water St From East				Fair St From South				Water St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	0	8	0	8
11:15 AM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4	0	4
11:30 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
11:45 AM	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	0	11	0	11
Total	0	0	0	17	0	0	0	4	0	0	0	6	0	0	0	0	27	0	27
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	1	0	9	0	0	0	10	0	0	0	0	20	1	21
12:30 PM	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	5	0	5
12:45 PM	0	0	0	7	0	2	0	0	0	0	0	4	0	0	0	0	11	2	13
Total	0	0	0	11	0	3	0	11	0	0	0	14	0	0	0	0	36	3	39
01:00 PM	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	6	0	6
01:15 PM	2	0	0	7	0	0	0	5	0	0	0	21	0	0	0	2	35	2	37
01:30 PM	0	0	0	7	0	0	0	0	0	0	0	15	0	0	0	2	24	0	24
01:45 PM	0	0	0	14	0	0	0	3	0	0	0	8	0	0	0	0	25	0	25
Total	2	0	0	28	0	0	0	10	0	0	0	48	0	0	0	4	90	2	92
Grand Total	2	0	0	56	0	3	0	25	0	0	0	68	0	0	0	4	153	5	158
Apprch %	100	0	0		0	100	0		0	0	0		0	0	0				
Total %	40	0	0		0	60	0		0	0	0		0	0	0		96.8	3.2	

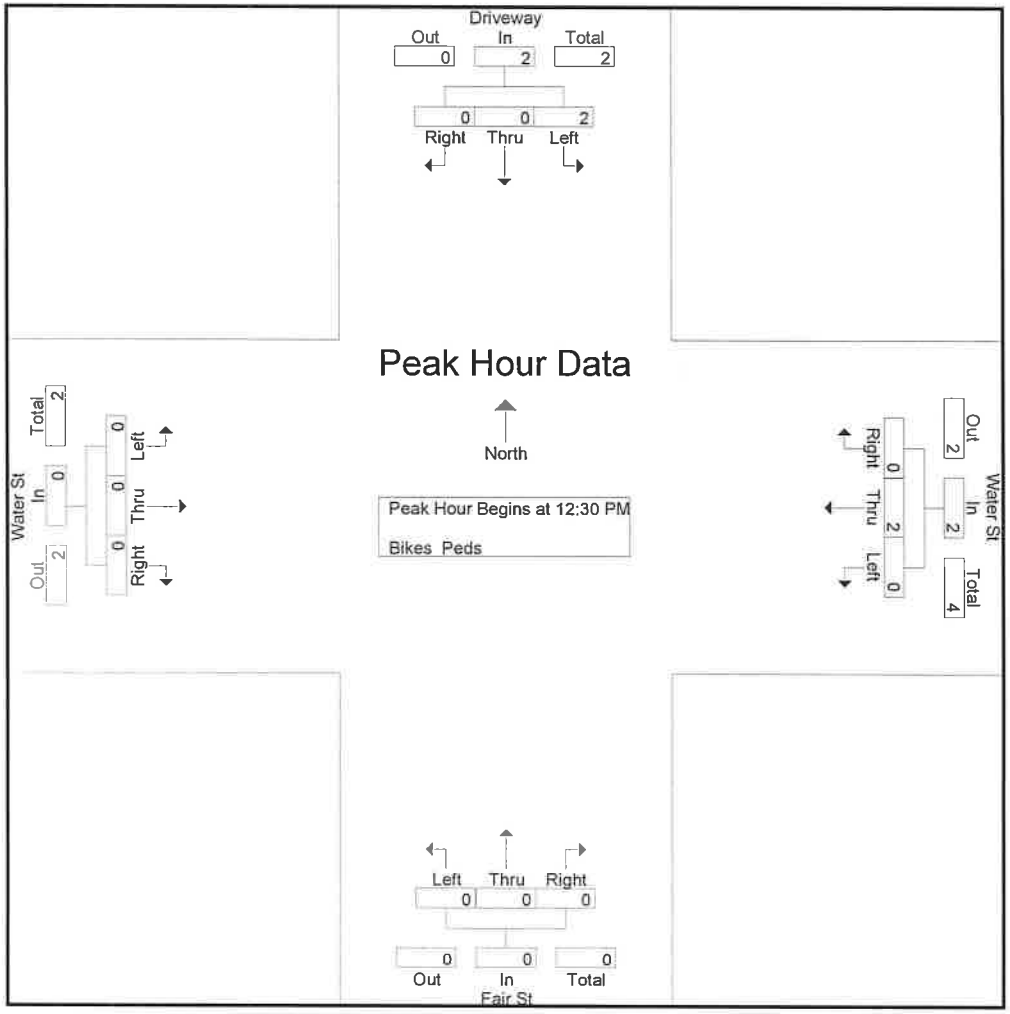
N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 14

	Driveway From North				Water St From East				Fair St From South				Water St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

N/S Street : Fair Street / Driveway
E/W Street : Water Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				12:00 PM				11:00 AM				11:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**2**	0	0	**2**	0	**2**	0	**2**	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Water St From East		Federal St From South		Water St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	8	35	3	1	28	10	8
07:15 AM	7	55	12	5	30	14	12
07:30 AM	5	67	11	6	41	10	14
07:45 AM	4	48	12	5	47	13	12
Total	24	205	38	17	146	47	47
08:00 AM	8	59	8	6	38	7	12
08:15 AM	13	63	15	6	41	14	15
08:30 AM	10	68	13	9	55	8	16
08:45 AM	16	77	19	11	60	14	19
Total	47	267	55	32	194	43	63
Grand Total	71	472	93	49	340	90	11
Apprch %	13.1	86.9	65.5	34.5	79.1	20.9	
Total %	6.4	42.3	8.3	4.4	30.5	8.1	
Cars	70	467	92	49	339	90	11(
% Cars	98.6	98.9	98.9	100	99.7	100	99
Trucks	1	5	1	0	1	0	
% Trucks	1.4	1.1	1.1	0	0.3	0	0

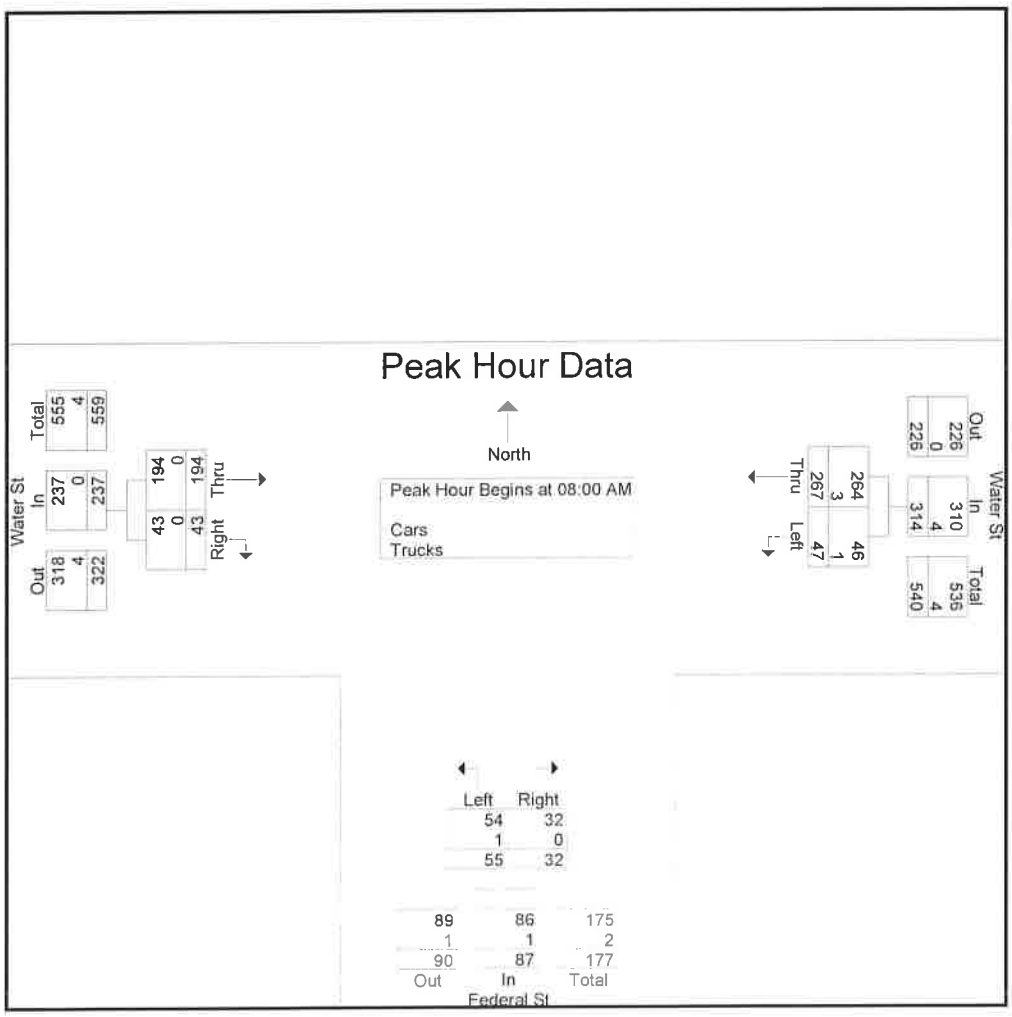
Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Water St From East			Federal St From South			Water St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	8	59	67	8	6	14	38	7	45	12
08:15 AM	13	63	76	15	6	21	41	**14**	55	15
08:30 AM	10	68	78	13	9	22	55	8	63	16
08:45 AM	**16**	**77**	**93**	**19**	**11**	**30**	**60**	14	**74**	**19**
Total Volume	47	267	314	55	32	87	194	43	237	63
% App. Total	15	85		63.2	36.8		81.9	18.1		
PHF	.734	.867	.844	.724	.727	.725	.808	.768	.801	.81
Cars	46	264	310	54	32	86	194	43	237	63
% Cars	97.9	98.9	98.7	98.2	100	98.9	100	100	100	99
Trucks	1	3	4	1	0	1	0	0	0	
% Trucks	2.1	1.1	1.3	1.8	0	1.1	0	0	0	0



Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Water St From East		Federal St From South		Water St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	8	35	3	1	28	10	8
07:15 AM	7	55	12	5	30	14	12
07:30 AM	5	66	11	6	40	10	13
07:45 AM	4	47	12	5	47	13	12
Total	24	203	38	17	145	47	47
08:00 AM	8	59	8	6	38	7	12
08:15 AM	13	62	15	6	41	14	15
08:30 AM	9	67	13	9	55	8	16
08:45 AM	16	76	18	11	60	14	19
Total	46	264	54	32	194	43	63
Grand Total	70	467	92	49	339	90	110
Apprch %	13	87	65.2	34.8	79	21	
Total %	6.3	42.2	8.3	4.4	30.6	8.1	

Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Water St From East		Federal St From South		Water St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	
07:30 AM	0	1	0	0	1	0	
07:45 AM	0	1	0	0	0	0	
Total	0	2	0	0	1	0	
08:00 AM	0	0	0	0	0	0	
08:15 AM	0	1	0	0	0	0	
08:30 AM	1	1	0	0	0	0	
08:45 AM	0	1	1	0	0	0	
Total	1	3	1	0	0	0	
Grand Total	1	5	1	0	1	0	
Apprch %	16.7	83.3	100	0	100	0	
Total %	12.5	62.5	12.5	0	12.5	0	

Accurate Counts

978-664-2565

S Street : Federal Street
N Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Water St From East			Federal St From South			Water St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot.
07:00 AM	0	0	0	1	1	4	0	0	0	4	2	
07:15 AM	0	5	0	0	0	0	0	0	0	0	5	
07:30 AM	0	3	0	0	0	0	0	2	2	2	5	
07:45 AM	1	4	0	1	0	0	0	0	0	0	6	
Total	1	12	0	2	1	4	0	2	2	6	18	2
08:00 AM	0	0	0	0	0	0	1	0	0	0	1	
08:15 AM	0	1	1	0	0	2	0	0	0	3	1	
08:30 AM	0	1	1	0	0	0	1	0	0	1	2	
08:45 AM	1	0	0	1	0	0	2	1	0	0	5	
Total	1	2	2	1	0	2	4	1	0	4	9	1
Grand Total	2	14	2	3	1	6	4	3	2	10	27	3
Apprch %	12.5	87.5		75	25		57.1	42.9				
Total %	7.4	51.9		11.1	3.7		14.8	11.1		27	73	

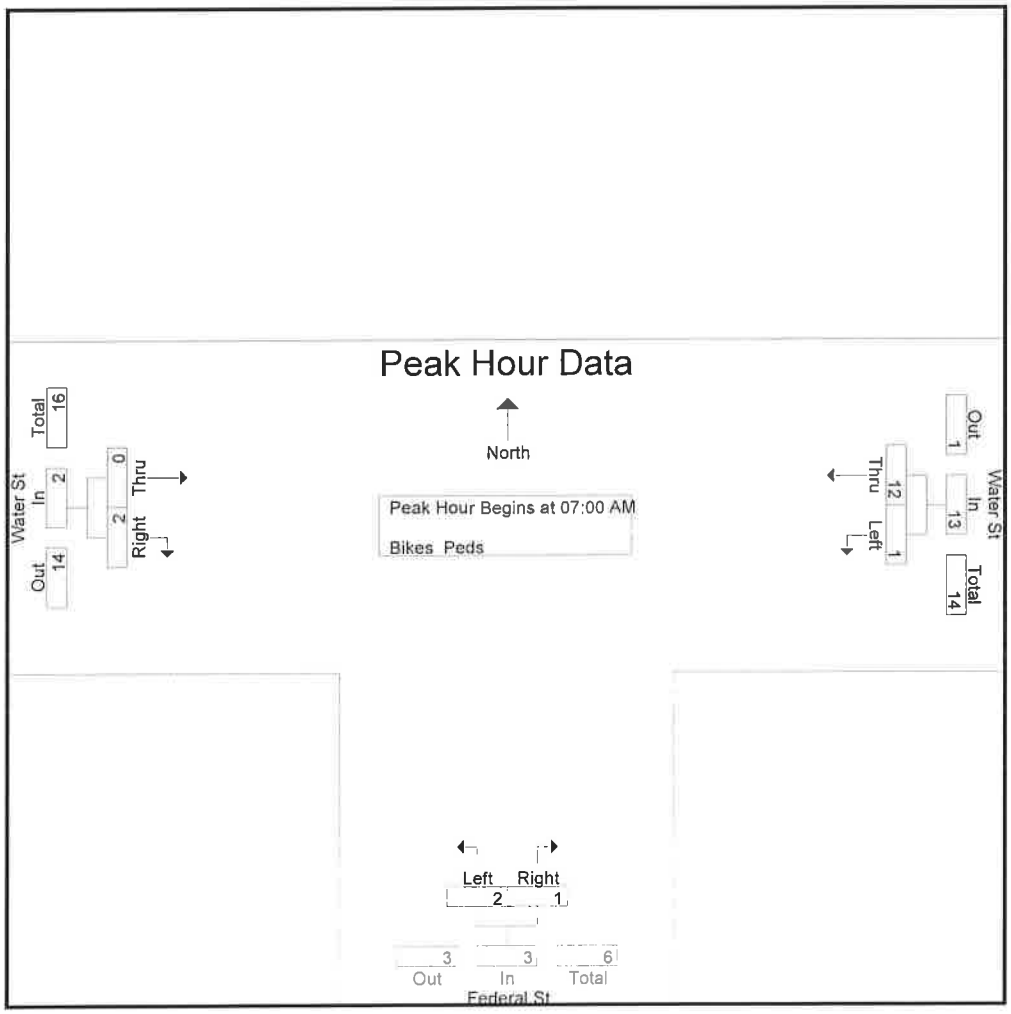
Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Water St From East			Federal St From South			Water St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	1	1	2	0	0	0	
07:15 AM	0	5	5	0	0	0	0	0	0	
07:30 AM	0	3	3	0	0	0	0	2	2	
07:45 AM	1	4	5	1	0	1	0	0	0	
Total Volume	1	12	13	2	1	3	0	2	2	1
% App. Total	7.7	92.3		66.7	33.3		0	100		
PHF	.250	.600	.650	.500	.250	.375	.000	.250	.250	.75



Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Water St From East		Federal St From South		Water St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	4	68	11	8	51	12	15
04:15 PM	13	62	15	10	61	15	17
04:30 PM	3	75	13	11	64	19	18
04:45 PM	14	74	12	6	60	18	18
Total	34	279	51	35	236	64	69
05:00 PM	6	78	7	8	65	26	19
05:15 PM	13	75	13	7	59	21	18
05:30 PM	2	75	1	6	69	8	16
05:45 PM	1	98	1	1	71	1	17
Total	22	326	22	22	264	56	71
Grand Total	56	605	73	57	500	120	14
Apprch %	8.5	91.5	56.2	43.8	80.6	19.4	
Total %	4	42.9	5.2	4	35.4	8.5	
Cars	56	601	72	57	500	120	140
% Cars	100	99.3	98.6	100	100	100	99
Trucks	0	4	1	0	0	0	
% Trucks	0	0.7	1.4	0	0	0	0

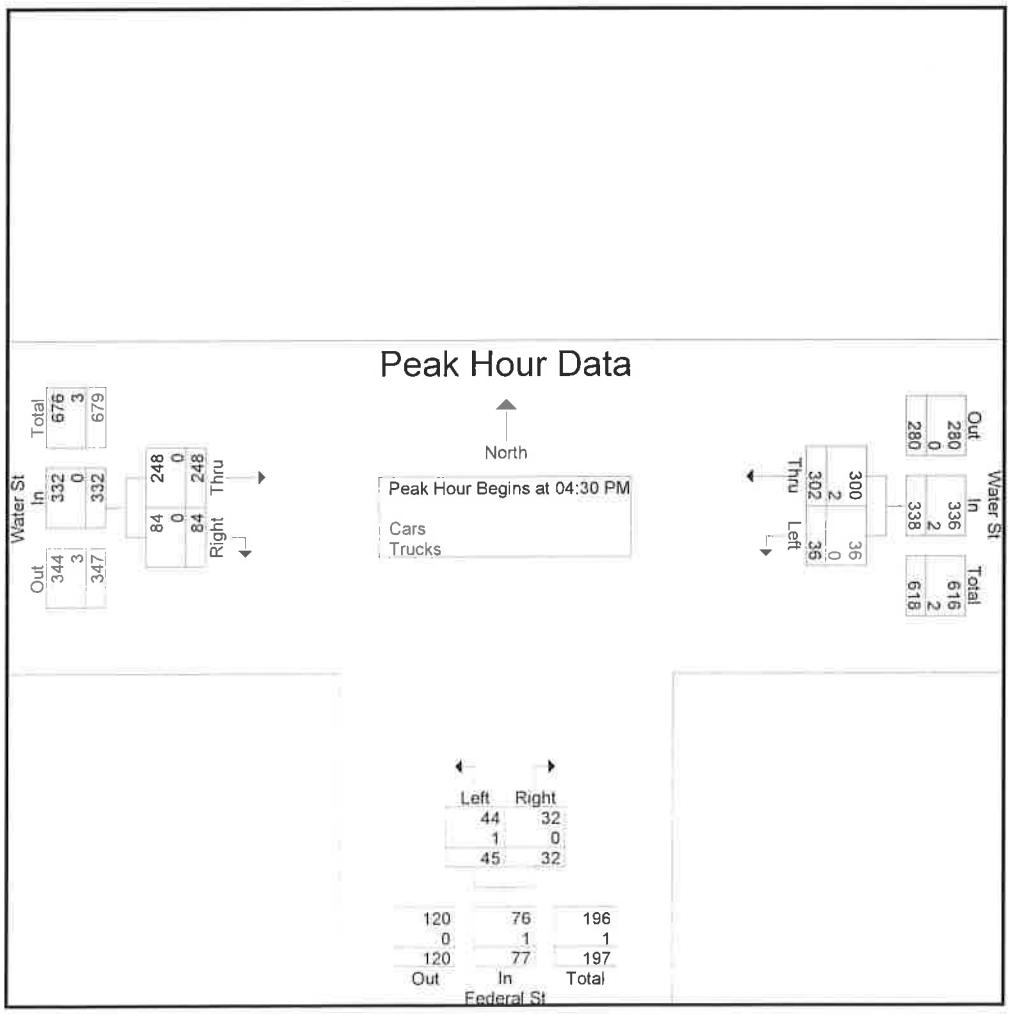
Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Water St From East			Federal St From South			Water St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	3	75	78	**13**	**11**	**24**	64	19	83	18
04:45 PM	**14**	74	**88**	12	6	18	60	18	78	18
05:00 PM	6	**78**	84	7	8	15	**65**	**26**	**91**	**19**
05:15 PM	13	75	88	13	7	20	59	21	80	18
Total Volume	36	302	338	45	32	77	248	84	332	74
% App. Total	10.7	89.3		58.4	41.6		74.7	25.3		
PHF	.643	.968	.960	.865	.727	.802	.954	.808	.912	.98
Cars	36	300	336	44	32	76	248	84	332	74
% Cars	100	99.3	99.4	97.8	100	98.7	100	100	100	99
Trucks	0	2	2	1	0	1	0	0	0	
% Trucks	0	0.7	0.6	2.2	0	1.3	0	0	0	0



Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Water St From East		Federal St From South		Water St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	4	67	11	8	51	12	1
04:15 PM	13	62	15	10	61	15	1
04:30 PM	3	74	12	11	64	19	1
04:45 PM	14	74	12	6	60	18	1
Total	34	277	50	35	236	64	6
05:00 PM	6	78	7	8	65	26	1
05:15 PM	13	74	13	7	59	21	1
05:30 PM	2	74	1	6	69	8	1
05:45 PM	1	98	1	1	71	1	1
Total	22	324	22	22	264	56	7
Grand Total	56	601	72	57	500	120	14
Apprch %	8.5	91.5	55.8	44.2	80.6	19.4	
Total %	4	42.7	5.1	4.1	35.6	8.5	

Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Water St From East		Federal St From South		Water St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	0	1	0	0	0	0	
04:15 PM	0	0	0	0	0	0	
04:30 PM	0	1	1	0	0	0	
04:45 PM	0	0	0	0	0	0	
Total	0	2	1	0	0	0	
05:00 PM	0	0	0	0	0	0	
05:15 PM	0	1	0	0	0	0	
05:30 PM	0	1	0	0	0	0	
05:45 PM	0	0	0	0	0	0	
Total	0	2	0	0	0	0	
Grand Total	0	4	1	0	0	0	
Apprch %	0	100	100	0	0	0	
Total %	0	80	20	0	0	0	

Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Water St From East			Federal St From South			Water St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	1	2	0	0	3	2	0	0	5	3	
04:15 PM	1	0	0	0	0	7	1	0	1	8	2	1
04:30 PM	0	0	0	0	0	5	0	0	0	5	0	
04:45 PM	0	0	1	1	0	5	1	0	0	6	2	
Total	1	1	3	1	0	20	4	0	1	24	7	3
05:00 PM	0	0	0	0	0	7	2	0	0	7	2	
05:15 PM	0	4	1	0	1	16	0	1	3	20	6	2
05:30 PM	3	0	3	0	0	8	0	0	0	11	3	1
05:45 PM	1	0	1	0	1	8	0	0	34	43	2	4
Total	4	4	5	0	2	39	2	1	37	81	13	9
Grand Total	5	5	8	1	2	59	6	1	38	105	20	12
Apprch %	50	50		33.3	66.7		85.7	14.3				
Total %	25	25		5	10		30	5		84	16	

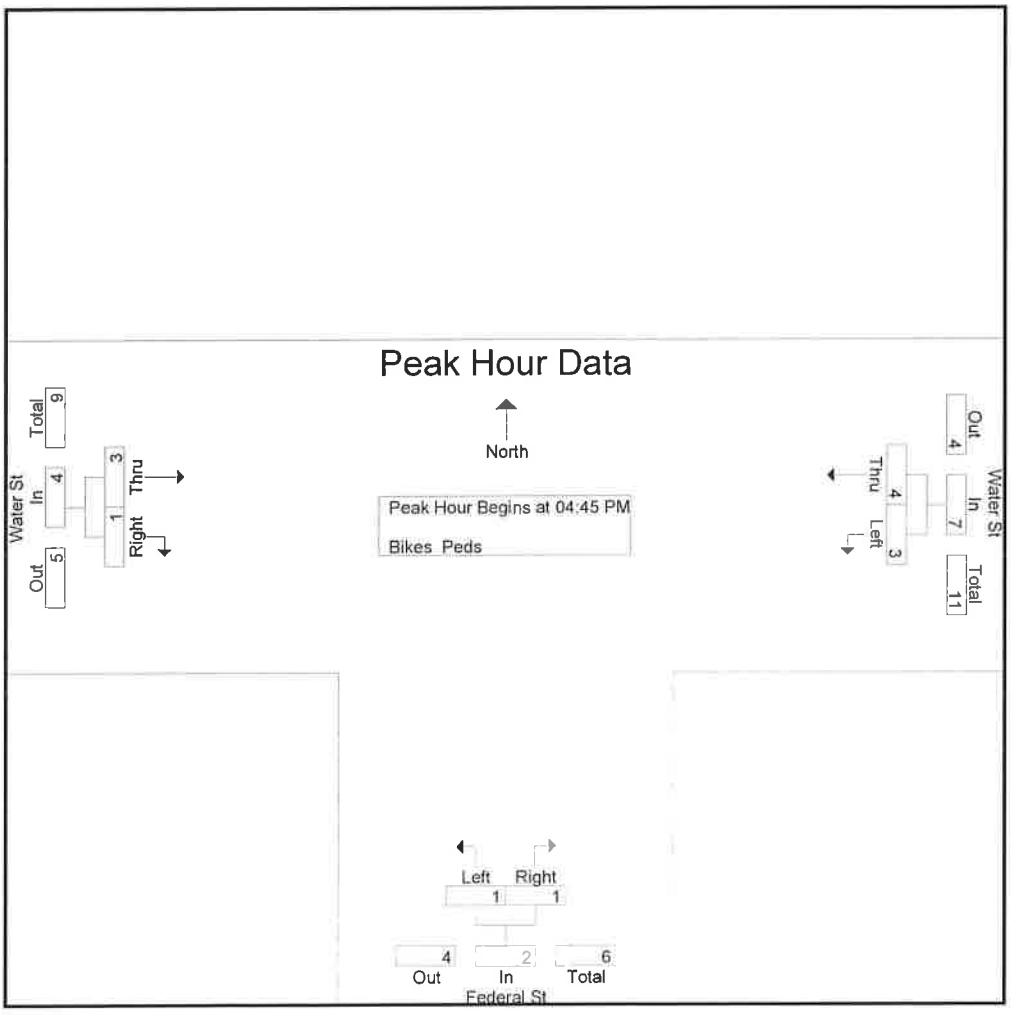
Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Water St From East			Federal St From South			Water St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	**1**	0	**1**	1	0	1	
05:00 PM	0	0	0	0	0	0	**2**	0	**2**	
05:15 PM	0	**4**	**4**	0	**1**	1	0	**1**	1	
05:30 PM	**3**	0	3	0	0	0	0	0	0	
Total Volume	3	4	7	1	1	2	3	1	4	1
% App. Total	42.9	57.1		50	50		75	25		
PHF	.250	.250	.438	.250	.250	.500	.375	.250	.500	.54



Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 1

Groups Printed- Cars - Trucks

	Water St From East		Federal St From South		Water St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	14	88	13	11	62	22	2
11:15 AM	18	93	20	21	45	21	2
11:30 AM	8	88	23	13	69	20	2
11:45 AM	13	75	16	14	58	19	1
Total	53	344	72	59	234	82	8
12:00 PM	9	71	13	11	61	25	1
12:15 PM	6	67	8	7	50	13	1
12:30 PM	4	81	9	9	48	22	1
12:45 PM	7	63	18	4	45	19	1
Total	26	282	48	31	204	79	6
01:00 PM	12	54	19	6	49	9	1
01:15 PM	7	53	8	12	50	17	1
01:30 PM	8	64	13	9	43	13	1
01:45 PM	12	71	9	11	54	15	1
Total	39	242	49	38	196	54	6
Grand Total	118	868	169	128	634	215	21
Apprch %	12	88	56.9	43.1	74.7	25.3	
Total %	5.5	40.7	7.9	6	29.7	10.1	
Cars	118	863	169	127	634	215	21
% Cars	100	99.4	100	99.2	100	100	99
Trucks	0	5	0	1	0	0	
% Trucks	0	0.6	0	0.8	0	0	0

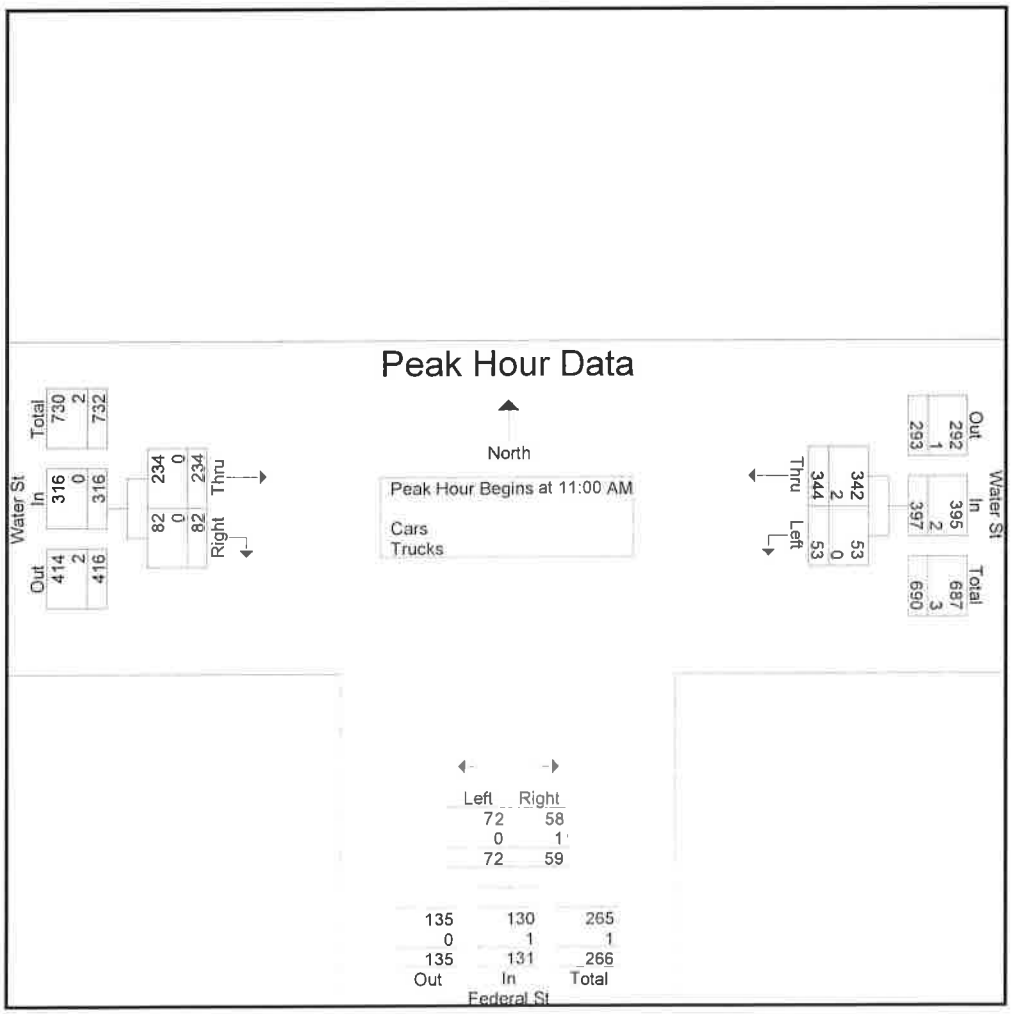
Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 2

	Water St From East			Federal St From South			Water St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	14	88	102	13	11	24	62	**22**	84	21
11:15 AM	**18**	**93**	**111**	20	**21**	**41**	45	21	66	21
11:30 AM	8	88	96	**23**	13	36	**69**	20	**89**	**22**
11:45 AM	13	75	88	16	14	30	58	19	77	19
Total Volume	53	344	397	72	59	131	234	82	316	84
% App. Total	13.4	86.6		55	45		74.1	25.9		
PHF	.736	.925	.894	.783	.702	.799	.848	.932	.888	.95
Cars	53	342	395	72	58	130	234	82	316	84
% Cars	100	99.4	99.5	100	98.3	99.2	100	100	100	99
Trucks	0	2	2	0	1	1	0	0	0	
% Trucks	0	0.6	0.5	0	1.7	0.8	0	0	0	0



Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 4

Groups Printed- Cars

	Water St From East		Federal St From South		Water St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	14	88	13	11	62	22	2
11:15 AM	18	92	20	21	45	21	2
11:30 AM	8	88	23	13	69	20	2
11:45 AM	13	74	16	13	58	19	1
Total	53	342	72	58	234	82	8
12:00 PM	9	71	13	11	61	25	1
12:15 PM	6	67	8	7	50	13	1
12:30 PM	4	80	9	9	48	22	1
12:45 PM	7	62	18	4	45	19	1
Total	26	280	48	31	204	79	6
01:00 PM	12	54	19	6	49	9	1
01:15 PM	7	53	8	12	50	17	1
01:30 PM	8	63	13	9	43	13	1
01:45 PM	12	71	9	11	54	15	1
Total	39	241	49	38	196	54	6
Grand Total	118	863	169	127	634	215	21
Apprch %	12	88	57.1	42.9	74.7	25.3	
Total %	5.6	40.6	7.9	6	29.8	10.1	

Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 7

Groups Printed- Trucks

	Water St From East		Federal St From South		Water St From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	0	0	0	0	0	0	
11:15 AM	0	1	0	0	0	0	
11:30 AM	0	0	0	0	0	0	
11:45 AM	0	1	0	1	0	0	
Total	0	2	0	1	0	0	
12:00 PM	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	
12:30 PM	0	1	0	0	0	0	
12:45 PM	0	1	0	0	0	0	
Total	0	2	0	0	0	0	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	0	0	0	0	0	
01:30 PM	0	1	0	0	0	0	
01:45 PM	0	0	0	0	0	0	
Total	0	1	0	0	0	0	
Grand Total	0	5	0	1	0	0	
Apprch %	0	100	0	100	0	0	
Total %	0	83.3	0	16.7	0	0	

Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 10

Groups Printed- Bikes Peds

	Water St From East			Federal St From South			Water St From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	2	0	0	0	0	0	0	1	0	0	3	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	
Total	2	0	0	0	0	0	0	1	0	0	3	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	2	2	0	
12:30 PM	0	0	0	0	0	3	0	0	0	3	0	
12:45 PM	0	2	2	0	0	1	0	0	0	3	2	
Total	0	2	2	0	0	4	0	0	2	8	2	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM	0	0	0	0	1	0	0	0	0	0	1	
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	1	0	0	0	0	0	1	
Grand Total	2	2	2	0	1	4	0	1	2	8	6	1
Apprch %	50	50		0	100		0	100				
Total %	33.3	33.3		0	16.7		0	16.7		57.1	42.9	

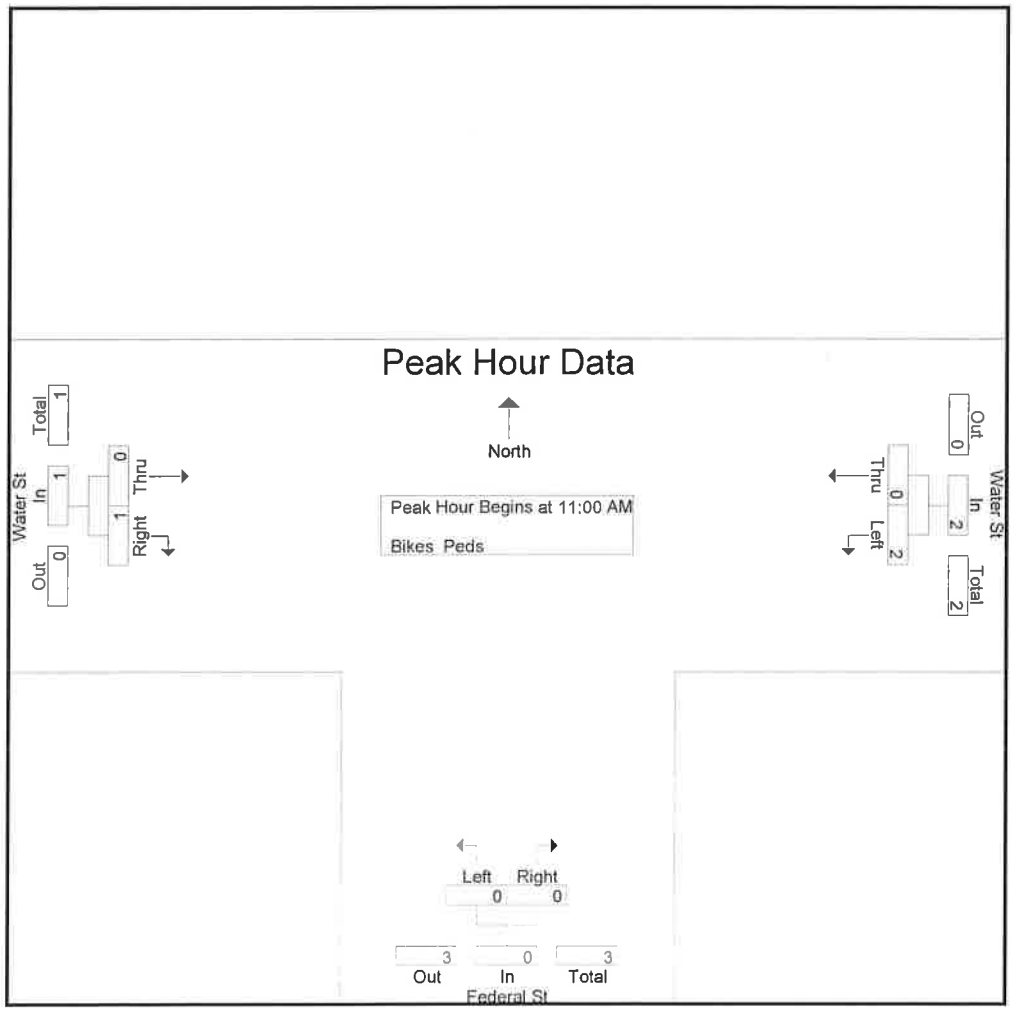
Accurate Counts

978-664-2565

S Street : Federal Street
W Street : Water Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 11

	Water St From East			Federal St From South			Water St From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	**2**	0	**2**	0	0	0	0	**1**	**1**	
11:15 AM	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	
Total Volume	2	0	2	0	0	0	0	1	1	
% App. Total	100	0		0	0		0	100		
PHF	.250	.000	.250	.000	.000	.000	.000	.250	.250	.25



Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 1

Groups Printed- Cars - Trucks

	State St From North		Liberty St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	78	18	0	0	0	9
07:15 AM	0	94	25	0	0	0	1'
07:30 AM	0	120	35	0	0	0	1!
07:45 AM	0	130	36	0	0	0	1(
Total	0	422	114	0	0	0	5:
08:00 AM	0	144	43	0	0	0	1(
08:15 AM	0	151	41	0	0	0	1!
08:30 AM	0	161	40	0	0	0	2(
08:45 AM	0	171	37	0	0	0	2(
Total	0	627	161	0	0	0	7(
Grand Total	0	1049	275	0	0	0	13:
Apprch %	0	100	100	0	0	0	
Total %	0	79.2	20.8	0	0	0	
Cars	0	1033	270	0	0	0	13(
% Cars	0	98.5	98.2	0	0	0	98
Trucks	0	16	5	0	0	0	:
% Trucks	0	1.5	1.8	0	0	0	1

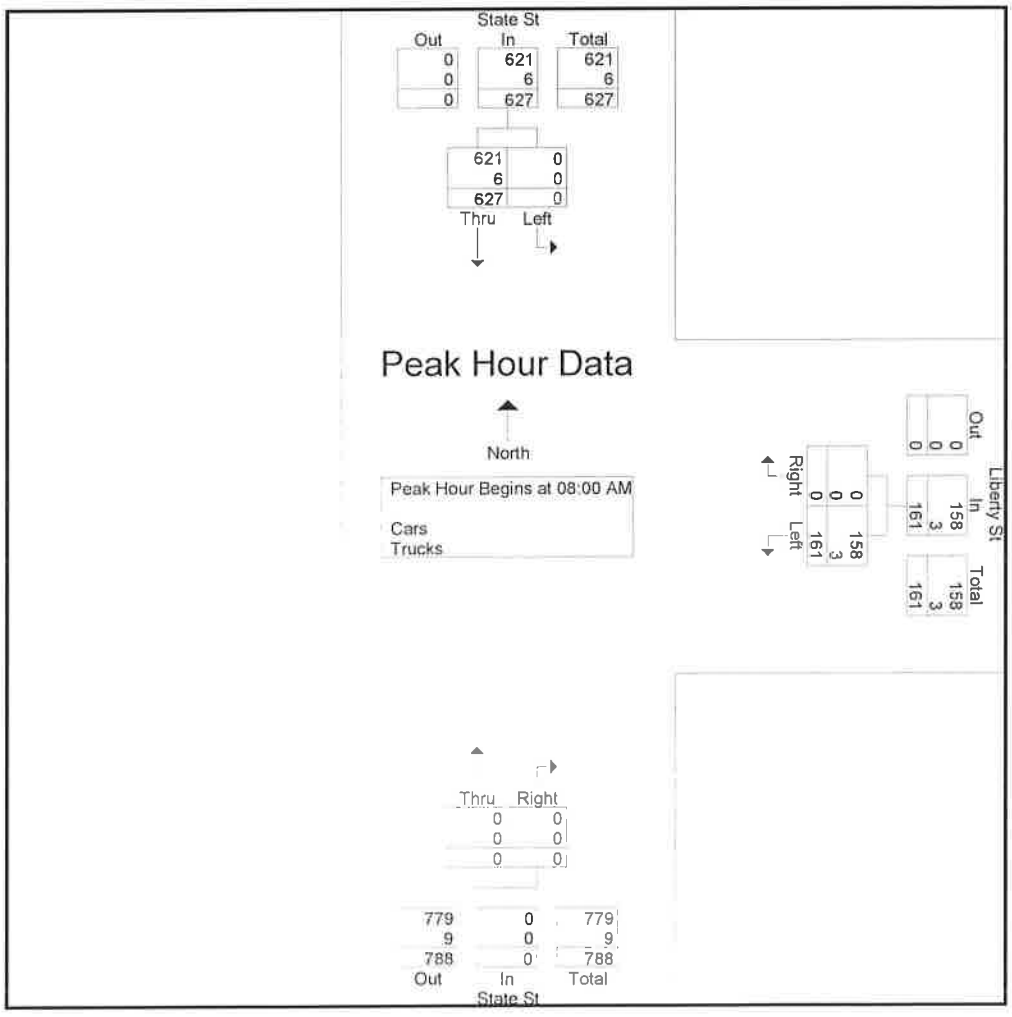
Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 2

	State St From North			Liberty St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	144	144	**43**	0	**43**	0	0	0	18
08:15 AM	0	151	151	41	0	41	0	0	0	19
08:30 AM	0	161	161	40	0	40	0	0	0	20
08:45 AM	0	**171**	**171**	37	0	37	0	0	0	**20**
Total Volume	0	627	627	161	0	161	0	0	0	78
% App. Total	0	100		100	0		0	0		
PHF	.000	.917	.917	.936	.000	.936	.000	.000	.000	.94
Cars	0	621	621	158	0	158	0	0	0	77
% Cars	0	99.0	99.0	98.1	0	98.1	0	0	0	98
Trucks	0	6	6	3	0	3	0	0	0	
% Trucks	0	1.0	1.0	1.9	0	1.9	0	0	0	1



Accurate Counts

978-664-2565

S Street : State Street
/V Street: Liberty Street
:y/State : Newburyport, MA
ɜather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 4

Groups Printed- Cars

	State St From North		Liberty St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	75	18	0	0	0	9
07:15 AM	0	91	25	0	0	0	1'
07:30 AM	0	119	33	0	0	0	15
07:45 AM	0	127	36	0	0	0	16
Total	0	412	112	0	0	0	52
08:00 AM	0	142	42	0	0	0	18
08:15 AM	0	150	41	0	0	0	19
08:30 AM	0	158	38	0	0	0	19
08:45 AM	0	171	37	0	0	0	20
Total	0	621	158	0	0	0	77
Grand Total	0	1033	270	0	0	0	130
Apprch %	0	100	100	0	0	0	
Total %	0	79.3	20.7	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 7

Groups Printed- Trucks

	State St From North		Liberty St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	3	0	0	0	0	
07:15 AM	0	3	0	0	0	0	
07:30 AM	0	1	2	0	0	0	
07:45 AM	0	3	0	0	0	0	
Total	0	10	2	0	0	0	
08:00 AM	0	2	1	0	0	0	
08:15 AM	0	1	0	0	0	0	
08:30 AM	0	3	2	0	0	0	
08:45 AM	0	0	0	0	0	0	
Total	0	6	3	0	0	0	
Grand Total	0	16	5	0	0	0	
Apprch %	0	100	100	0	0	0	
Total %	0	76.2	23.8	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 10

Groups Printed- Bikes Peds

	State St From North			Liberty St From East			State St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	0	0	0	0	0	3	0	0	1	4	0	
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	
07:30 AM	0	0	0	0	0	5	0	0	2	7	0	
07:45 AM	0	0	1	0	0	13	0	0	1	15	0	1
Total	0	0	1	0	0	21	0	0	5	27	0	2
08:00 AM	0	0	0	0	0	4	0	0	12	16	0	1
08:15 AM	0	0	0	0	0	19	0	0	10	29	0	2
08:30 AM	0	0	1	0	0	27	0	0	13	41	0	4
08:45 AM	0	0	2	0	0	25	0	0	10	37	0	3
Total	0	0	3	0	0	75	0	0	45	123	0	12
Grand Total	0	0	4	0	0	96	0	0	50	150	0	15
Apprch %	0	0		0	0		0	0				
Total %										100	0	

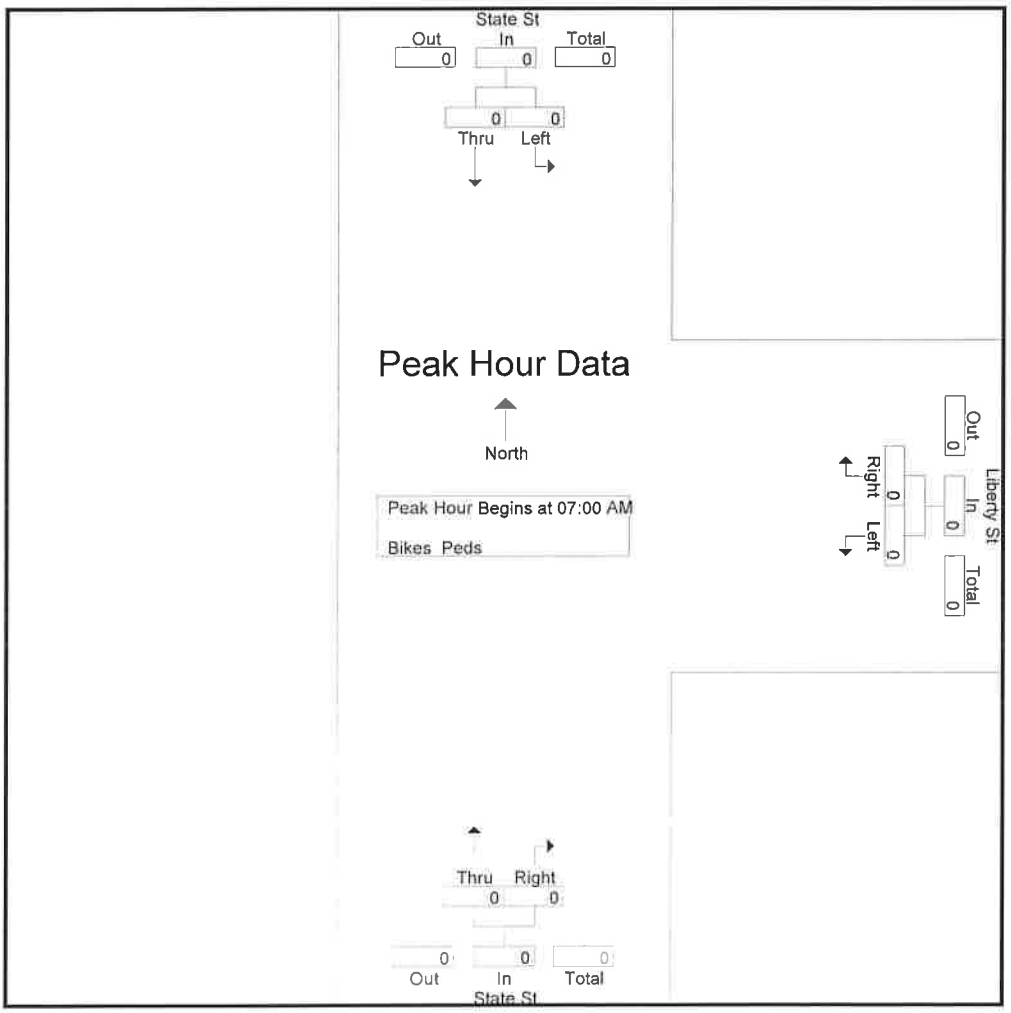
Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 11

	State St From North			Liberty St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.00



Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 1

Groups Printed- Cars - Trucks

	State St From North		Liberty St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	0	185	29	0	0	0	2
04:15 PM	0	180	30	0	0	0	2
04:30 PM	0	175	38	0	0	0	2
04:45 PM	0	168	29	0	0	0	1
Total	0	708	126	0	0	0	8
05:00 PM	0	177	33	0	0	0	2
05:15 PM	0	188	17	0	0	0	2
05:30 PM	0	160	18	0	0	0	1
05:45 PM	0	169	20	0	0	0	1
Total	0	694	88	0	0	0	7
Grand Total	0	1402	214	0	0	0	16
Apprch %	0	100	100	0	0	0	
Total %	0	86.8	13.2	0	0	0	
Cars	0	1400	213	0	0	0	16
% Cars	0	99.9	99.5	0	0	0	99
Trucks	0	2	1	0	0	0	
% Trucks	0	0.1	0.5	0	0	0	0

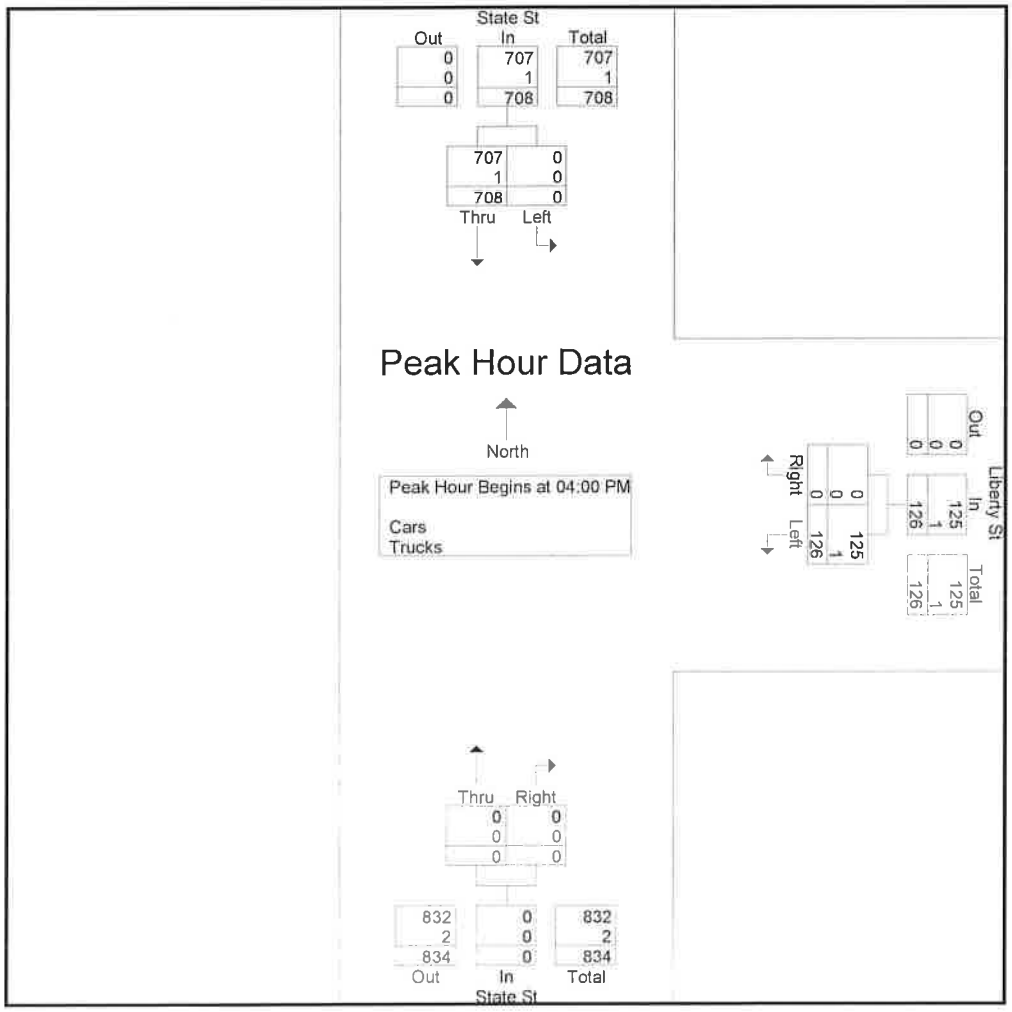
Accurate Counts

978-664-2565

S Street : State Street
/N Street: Liberty Street
:y/State : Newburyport, MA
:eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 2

	State St From North			Liberty St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
:ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
:ak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**185**	**185**	29	0	29	0	0	0	**21**
04:15 PM	0	180	180	30	0	30	0	0	0	21
04:30 PM	0	175	175	**38**	0	**38**	0	0	0	21
04:45 PM	0	168	168	29	0	29	0	0	0	19
Total Volume	0	708	708	126	0	126	0	0	0	83
% App. Total	0	100		100	0		0	0		
PHF	.000	.957	.957	.829	.000	.829	.000	.000	.000	.97
Cars	0	707	707	125	0	125	0	0	0	83
% Cars	0	99.9	99.9	99.2	0	99.2	0	0	0	99
Trucks	0	1	1	1	0	1	0	0	0	
% Trucks	0	0.1	0.1	0.8	0	0.8	0	0	0	0



Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 4

Groups Printed- Cars

	State St From North		Liberty St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	0	184	29	0	0	0	2
04:15 PM	0	180	30	0	0	0	2
04:30 PM	0	175	38	0	0	0	2
04:45 PM	0	168	28	0	0	0	1
Total	0	707	125	0	0	0	8
05:00 PM	0	176	33	0	0	0	2
05:15 PM	0	188	17	0	0	0	2
05:30 PM	0	160	18	0	0	0	1
05:45 PM	0	169	20	0	0	0	1
Total	0	693	88	0	0	0	7
Grand Total	0	1400	213	0	0	0	16
Apprch %	0	100	100	0	0	0	
Total %	0	86.8	13.2	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
/W Street: Liberty Street
:y/State : Newburyport, MA
ɜather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 7

Groups Printed- Trucks

	State St From North		Liberty St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	0	1	0	0	0	0	
04:15 PM	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	
04:45 PM	0	0	1	0	0	0	
Total	0	1	1	0	0	0	
05:00 PM	0	1	0	0	0	0	
05:15 PM	0	0	0	0	0	0	
05:30 PM	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	
Total	0	1	0	0	0	0	
Grand Total	0	2	1	0	0	0	
Apprch %	0	100	100	0	0	0	
Total %	0	66.7	33.3	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 10

Groups Printed- Bikes Peds

	State St From North			Liberty St From East			State St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	0	3	0	0	21	0	0	20	44	0	4
04:15 PM	0	0	0	0	0	18	0	0	23	41	0	4
04:30 PM	0	0	2	0	0	14	0	0	31	47	0	4
04:45 PM	0	0	4	0	0	33	0	0	20	57	0	5
Total	0	0	9	0	0	86	0	0	94	189	0	18
05:00 PM	0	0	0	0	0	24	0	0	20	44	0	4
05:15 PM	0	0	0	0	0	39	0	0	22	61	0	6
05:30 PM	0	0	1	0	0	32	0	0	13	46	0	4
05:45 PM	0	0	0	0	0	29	0	0	17	46	0	4
Total	0	0	1	0	0	124	0	0	72	197	0	19
Grand Total	0	0	10	0	0	210	0	0	166	386	0	38
Apprch %	0	0		0	0		0	0				
Total %										100	0	

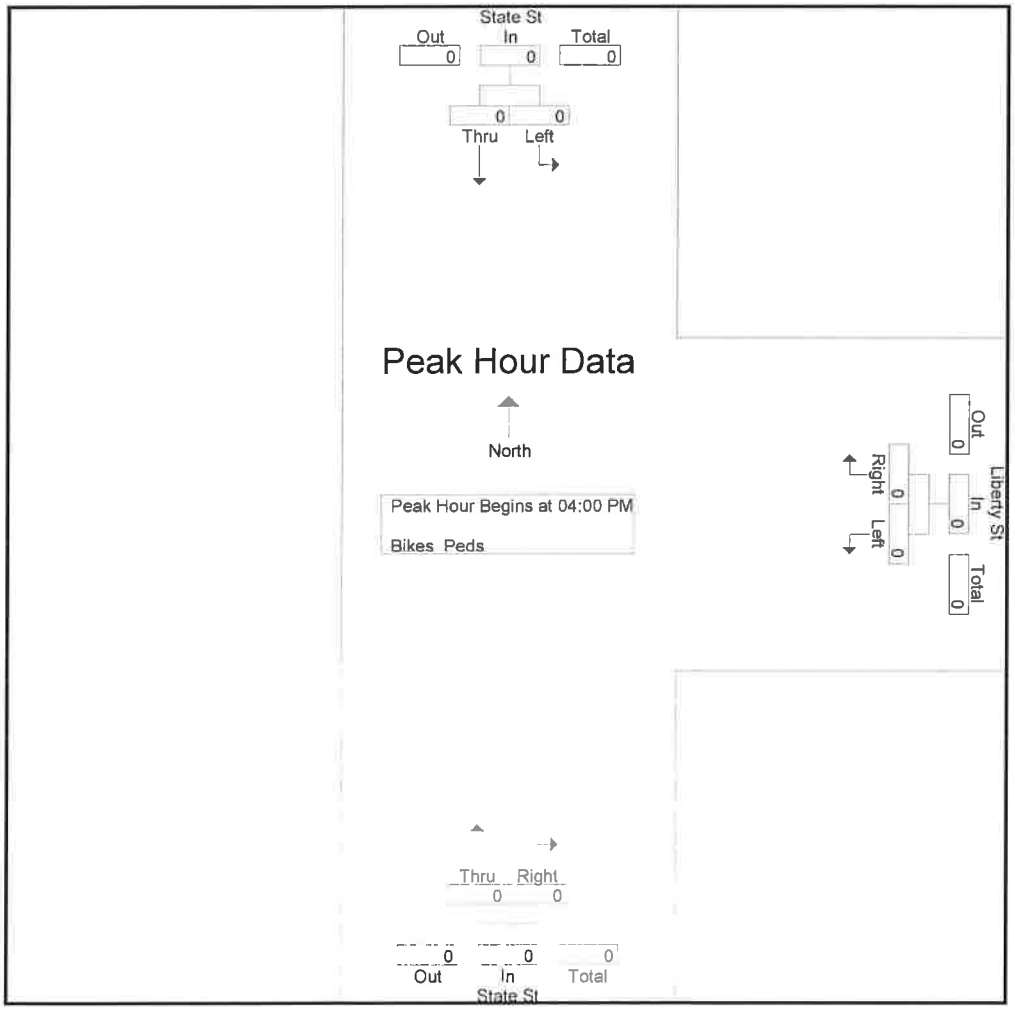
Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/26/2
Page No : 11

	State St From North			Liberty St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.00



Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 1

Groups Printed- Cars - Trucks

	State St From North		Liberty St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	0	163	46	0	0	0	2(
11:15 AM	0	184	36	0	0	0	2:
11:30 AM	0	170	21	0	0	0	1(
11:45 AM	0	177	22	0	0	0	1(
Total	0	694	125	0	0	0	8'
12:00 PM	0	179	22	0	0	0	2(
12:15 PM	0	178	24	0	0	0	2(
12:30 PM	0	140	20	0	0	0	1(
12:45 PM	0	159	15	0	0	0	1'
Total	0	656	81	0	0	0	7:
01:00 PM	0	176	26	0	0	0	2(
01:15 PM	0	174	30	0	0	0	2(
01:30 PM	0	166	12	0	0	0	1'
01:45 PM	0	197	18	0	0	0	2'
Total	0	713	86	0	0	0	7(
Grand Total	0	2063	292	0	0	0	23(
Apprch %	0	100	100	0	0	0	
Total %	0	87.6	12.4	0	0	0	
Cars	0	2048	291	0	0	0	23:
% Cars	0	99.3	99.7	0	0	0	99
Trucks	0	15	1	0	0	0	
% Trucks	0	0.7	0.3	0	0	0	0

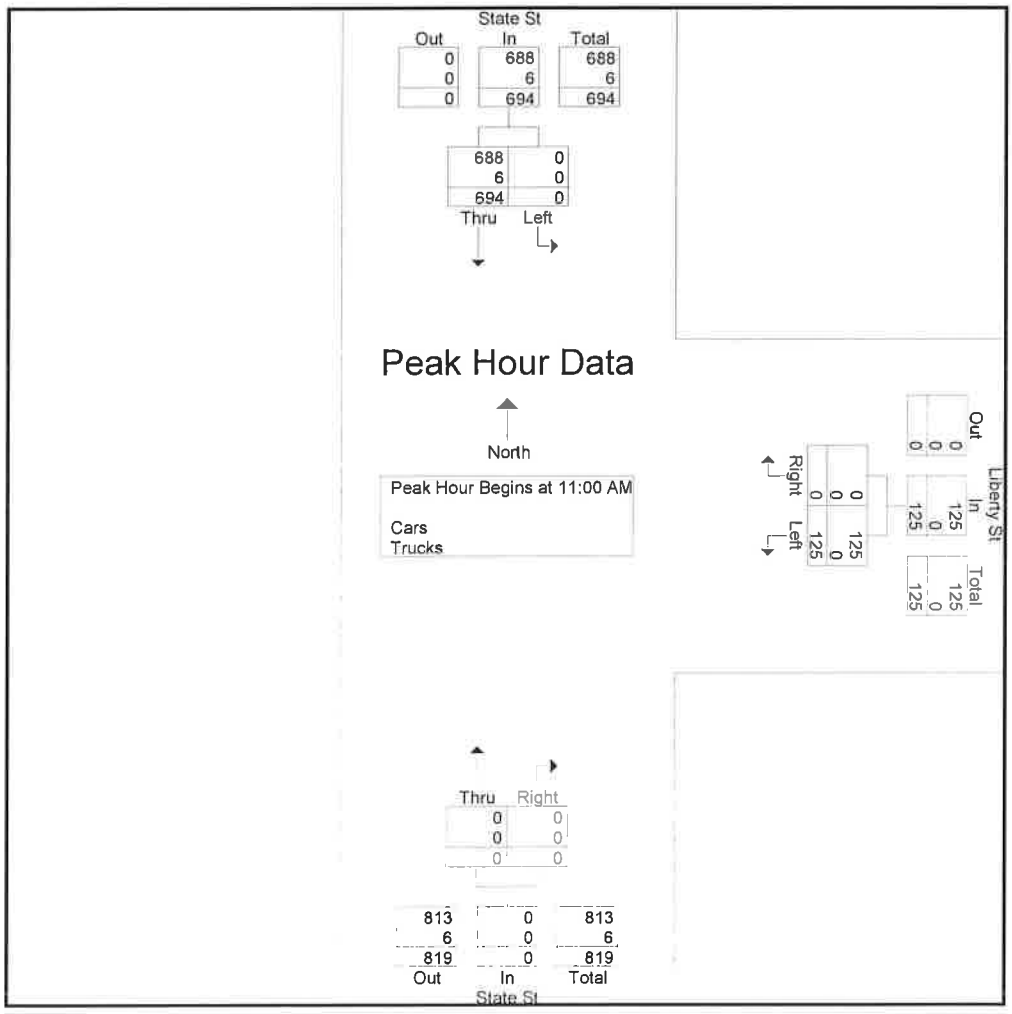
Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/28/2
Page No : 2

	State St From North			Liberty St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	0	163	163	**46**	0	**46**	0	0	0	20
11:15 AM	0	**184**	**184**	36	0	36	0	0	0	**22**
11:30 AM	0	170	170	21	0	21	0	0	0	19
11:45 AM	0	177	177	22	0	22	0	0	0	19
Total Volume	0	694	694	125	0	125	0	0	0	81
% App. Total	0	100		100	0		0	0		
PHF	.000	.943	.943	.679	.000	.679	.000	.000	.000	.93
Cars	0	688	688	125	0	125	0	0	0	81
% Cars	0	99.1	99.1	100	0	100	0	0	0	99
Trucks	0	6	6	0	0	0	0	0	0	
% Trucks	0	0.9	0.9	0	0	0	0	0	0	0



Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 4

Groups Printed- Cars

	State St From North		Liberty St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	0	160	46	0	0	0	2(
11:15 AM	0	181	36	0	0	0	2'
11:30 AM	0	170	21	0	0	0	1(
11:45 AM	0	177	22	0	0	0	1(
Total	0	688	125	0	0	0	8'
12:00 PM	0	179	22	0	0	0	2(
12:15 PM	0	175	24	0	0	0	1(
12:30 PM	0	138	20	0	0	0	1(
12:45 PM	0	158	15	0	0	0	1'
Total	0	650	81	0	0	0	7'
01:00 PM	0	176	26	0	0	0	2(
01:15 PM	0	173	30	0	0	0	2(
01:30 PM	0	164	11	0	0	0	1'
01:45 PM	0	197	18	0	0	0	2'
Total	0	710	85	0	0	0	7(
Grand Total	0	2048	291	0	0	0	23'
Apprch %	0	100	100	0	0	0	
Total %	0	87.6	12.4	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
/V Street: Liberty Street
:y/State : Newburyport, MA
ɜather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 7

Groups Printed- Trucks

	State St From North		Liberty St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	0	3	0	0	0	0	
11:15 AM	0	3	0	0	0	0	
11:30 AM	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	
Total	0	6	0	0	0	0	
12:00 PM	0	0	0	0	0	0	
12:15 PM	0	3	0	0	0	0	
12:30 PM	0	2	0	0	0	0	
12:45 PM	0	1	0	0	0	0	
Total	0	6	0	0	0	0	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	1	0	0	0	0	
01:30 PM	0	2	1	0	0	0	
01:45 PM	0	0	0	0	0	0	
Total	0	3	1	0	0	0	
Grand Total	0	15	1	0	0	0	
Apprch %	0	100	100	0	0	0	
Total %	0	93.8	6.2	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810
Site Code : 72810
Start Date : 7/28/2
Page No : 10

Groups Printed- Bikes Peds

	State St From North			Liberty St From East			State St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	0	0	14	0	0	117	0	0	98	229	0	22
11:15 AM	0	0	2	0	0	86	0	0	66	154	0	15
11:30 AM	0	0	1	0	0	108	0	0	60	169	0	16
11:45 AM	0	0	3	0	0	79	0	0	74	156	0	15
Total	0	0	20	0	0	390	0	0	298	708	0	70
12:00 PM	0	0	2	0	0	127	0	0	112	241	0	24
12:15 PM	0	0	4	0	0	93	0	0	69	166	0	16
12:30 PM	0	0	3	1	0	113	0	0	88	204	1	20
12:45 PM	0	0	3	0	0	112	0	0	103	218	0	21
Total	0	0	12	1	0	445	0	0	372	829	1	83
01:00 PM	0	0	13	0	0	137	0	0	92	242	0	24
01:15 PM	0	0	8	1	0	153	0	0	127	288	1	28
01:30 PM	0	0	2	0	0	118	0	0	86	206	0	20
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	23	1	0	408	0	0	305	736	1	73
Grand Total	0	0	55	2	0	1243	0	0	975	2273	2	227
Apprch %	0	0		100	0		0	0				
Total %	0	0		100	0		0	0		99.9	0.1	

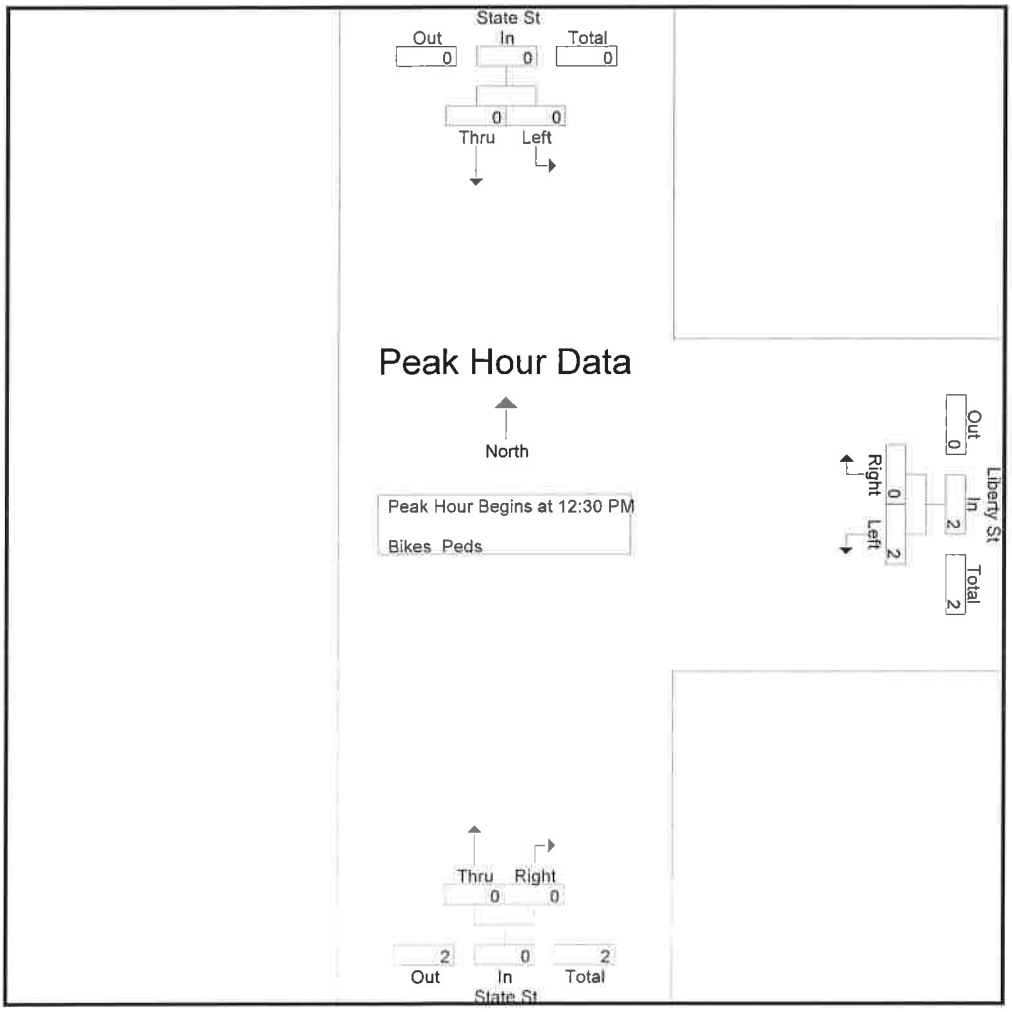
Accurate Counts

978-664-2565

S Street : State Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 72810(
Site Code : 72810(
Start Date : 7/28/2(
Page No : 11

	State St From North			Liberty St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 12:30 PM										
12:30 PM	0	0	0	1	0	1	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	
01:00 PM	0	0	0	0	0	0	0	0	0	
01:15 PM	0	0	0	1	0	1	0	0	0	
Total Volume	0	0	0	2	0	2	0	0	0	
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.500	.000	.500	.000	.000	.000	.50



Accurate Counts
978-664-2565

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	1	1	1	0	0	10	1	0	7	7	0	0	0	0	0	0	28
07:15 AM	0	0	3	0	1	9	1	0	4	5	2	0	0	1	0	0	26
07:30 AM	0	1	2	0	0	4	0	0	12	8	1	0	0	0	0	0	28
07:45 AM	1	0	3	0	0	5	0	0	15	13	0	0	0	1	0	0	38
Total	2	2	9	0	1	28	2	0	38	33	3	0	0	2	0	0	120
08:00 AM	1	1	1	0	0	15	1	0	13	18	2	0	0	0	0	0	52
08:15 AM	0	0	4	0	1	10	1	0	17	10	2	0	0	0	0	0	45
08:30 AM	1	0	0	0	1	11	2	0	13	19	1	0	0	0	0	0	48
08:45 AM	1	1	1	0	0	15	0	0	12	19	7	0	1	0	0	0	57
Total	3	2	6	0	2	51	4	0	55	66	12	0	1	0	0	0	202
Grand Total	5	4	15	0	3	79	6	0	93	99	15	0	1	2	0	0	322
Apprch %	20.8	16.7	62.5	0	3.4	89.8	6.8	0	44.9	47.8	7.2	0	33.3	66.7	0	0	
Total %	1.6	1.2	4.7	0	0.9	24.5	1.9	0	28.9	30.7	4.7	0	0.3	0.6	0	0	
Cars	5	4	15	0	3	79	6	0	93	99	15	0	1	2	0	0	322
% Cars	100	100	100	0	100	100	100	0	100	100	100	0	100	100	0	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

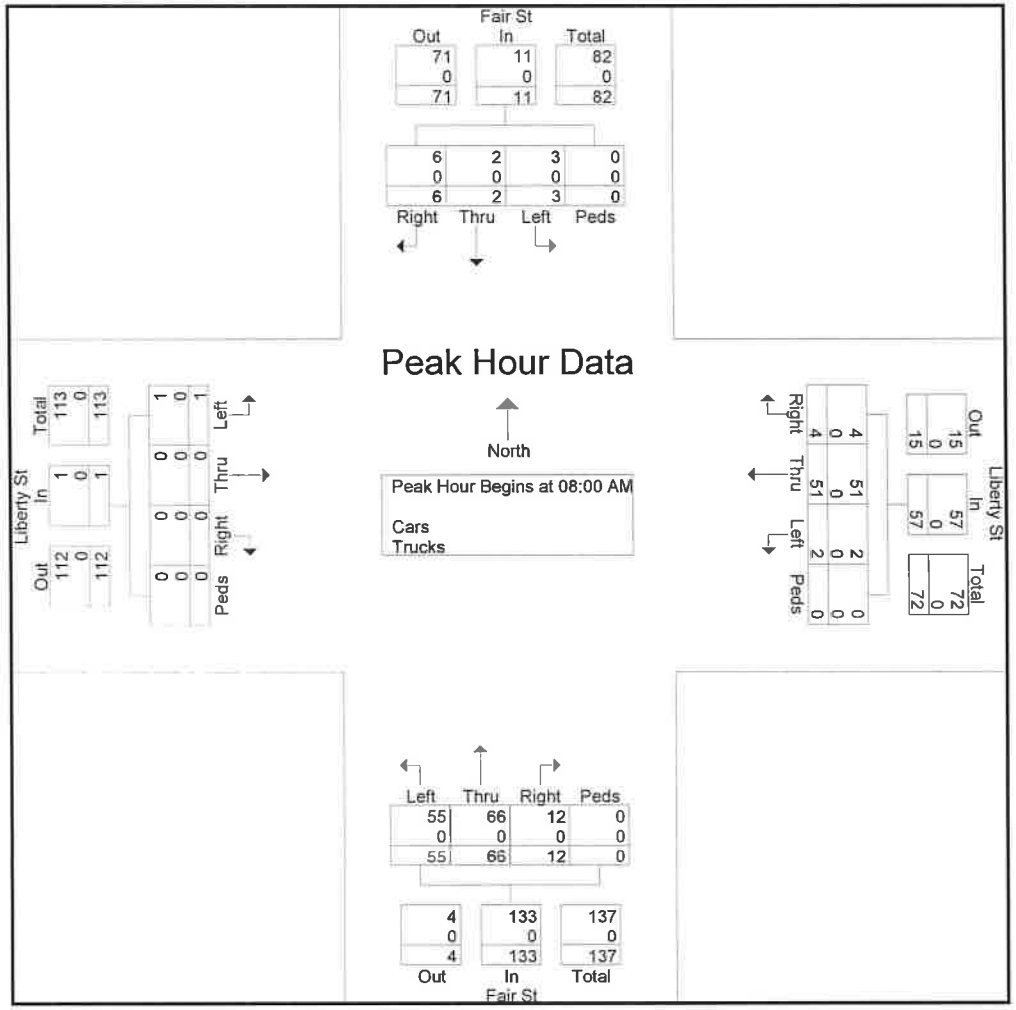
N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 2

	Fair St From North					Liberty St From East					Fair St From South					Liberty St From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**1**	**1**	1	0	3	0	**15**	1	0	**16**	13	18	2	0	33	0	0	0	0	0	52
08:15 AM	0	0	**4**	0	**4**	**1**	10	1	0	12	**17**	10	2	0	29	0	0	0	0	0	45
08:30 AM	1	0	0	0	1	1	11	**2**	0	14	13	**19**	1	0	33	0	0	0	0	0	48
08:45 AM	1	1	1	0	3	0	15	0	0	15	12	19	**7**	0	**38**	**1**	0	0	0	**1**	**57**
Total Volume	3	2	6	0	11	2	51	4	0	57	55	66	12	0	133	1	0	0	0	1	202
% App. Total	27.3	18.2	54.5	0		3.5	89.5	7	0		41.4	49.6	9	0		100	0	0	0		
PHF	.750	.500	.375	.000	.688	.500	.850	.500	.000	.891	.809	.868	.429	.000	.875	.250	.000	.000	.000	.250	.886
Cars	3	2	6	0	11	2	51	4	0	57	55	66	12	0	133	1	0	0	0	1	202
% Cars	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	0	0	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

I/S Street : Fair Street
:/W Street : Liberty Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	07:30 AM					08:00 AM					08:00 AM					07:00 AM				
+0 mins.	0	**1**	2	0	3	0	**15**	1	0	**16**	13	18	2	0	33	0	0	0	0	0
+15 mins.	**1**	0	3	0	**4**	**1**	10	1	0	12	**17**	10	2	0	29	0	**1**	0	0	**1**
+30 mins.	1	1	1	0	3	1	11	**2**	0	14	13	**19**	1	0	33	0	0	0	0	0
+45 mins.	0	0	**4**	0	4	0	15	0	0	15	12	19	**7**	0	**38**	0	1	0	0	1
Total Volume	2	2	10	0	14	2	51	4	0	57	55	66	12	0	133	0	2	0	0	2
% App. Total	14.3	14.3	71.4	0		3.5	89.5	7	0		41.4	49.6	9	0		0	100	0	0	

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	1	1	1	0	0	10	1	0	7	7	0	0	0	0	0	0	28
07:15 AM	0	0	3	0	1	9	1	0	4	5	2	0	0	1	0	0	26
07:30 AM	0	1	2	0	0	4	0	0	12	8	1	0	0	0	0	0	28
07:45 AM	1	0	3	0	0	5	0	0	15	13	0	0	0	1	0	0	38
Total	2	2	9	0	1	28	2	0	38	33	3	0	0	2	0	0	120
08:00 AM	1	1	1	0	0	15	1	0	13	18	2	0	0	0	0	0	52
08:15 AM	0	0	4	0	1	10	1	0	17	10	2	0	0	0	0	0	45
08:30 AM	1	0	0	0	1	11	2	0	13	19	1	0	0	0	0	0	48
08:45 AM	1	1	1	0	0	15	0	0	12	19	7	0	1	0	0	0	57
Total	3	2	6	0	2	51	4	0	55	66	12	0	1	0	0	0	202
Grand Total	5	4	15	0	3	79	6	0	93	99	15	0	1	2	0	0	322
Apprch %	20.8	16.7	62.5	0	3.4	89.8	6.8	0	44.9	47.8	7.2	0	33.3	66.7	0	0	
Total %	1.6	1.2	4.7	0	0.9	24.5	1.9	0	28.9	30.7	4.7	0	0.3	0.6	0	0	

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

I/S Street : Fair Street
:/W Street : Liberty Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

Start Time	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	8	0	2	0	1	0	0	0	0	0	0	0	6	17
07:30 AM	0	0	0	3	0	1	0	1	0	0	1	2	0	0	0	0	8
07:45 AM	0	0	0	3	0	0	0	1	0	0	0	0	0	1	0	1	6
Total	0	0	0	14	0	4	0	3	0	0	1	2	0	1	0	7	32
08:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
08:15 AM	0	0	0	3	1	0	0	4	0	0	0	2	0	0	0	1	11
08:30 AM	0	0	0	4	0	0	0	3	0	0	0	0	0	1	0	0	8
08:45 AM	0	0	1	8	0	1	0	1	0	0	0	2	0	0	0	0	13
Total	0	0	1	17	1	1	0	8	0	0	0	4	0	1	0	2	35
Grand Total	0	0	1	31	1	5	0	11	0	0	1	6	0	2	0	9	67
Apprch %	0	0	3.1	96.9	5.9	29.4	0	64.7	0	0	14.3	85.7	0	18.2	0	81.8	
Total %	0	0	1.5	46.3	1.5	7.5	0	16.4	0	0	1.5	9	0	3	0	13.4	

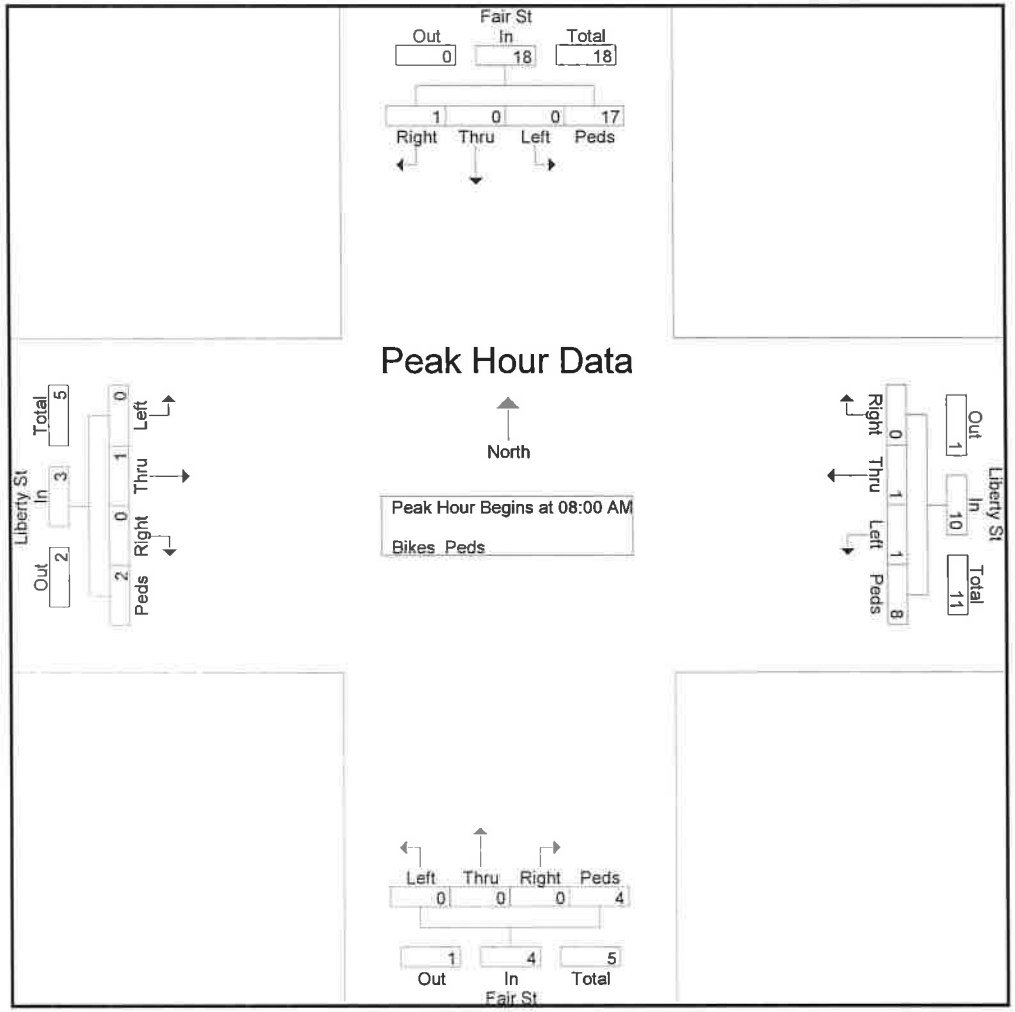
N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Fair St From North					Liberty St From East					Fair St From South					Liberty St From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
08:15 AM	0	0	0	3	3	1	0	0	4	5	0	0	0	2	2	0	0	0	1	1	11
08:30 AM	0	0	0	4	4	0	0	0	3	3	0	0	0	0	0	0	1	0	0	1	8
08:45 AM	0	0	1	8	9	0	1	0	1	2	0	0	0	2	2	0	0	0	0	0	13
Total Volume	0	0	1	17	18	1	1	0	8	10	0	0	0	4	4	0	1	0	2	3	35
% App. Total	0	0	5.6	94.4		10	10	0	80		0	0	0	100		0	33.3	0	66.7		
PHF	.000	.000	.250	.531	.500	.250	.250	.000	.500	.500	.000	.000	.000	.500	.500	.000	.250	.000	.500	.750	.673

I/S Street : Fair Street
:/W Street : Liberty Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					07:30 AM					07:15 AM				
+0 mins.	0	0	0	2	2	0	0	0	0	0	0	0	**1**	**2**	**3**	0	0	0	**6**	**6**
+15 mins.	0	0	0	3	3	**1**	0	0	**4**	**5**	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	4	4	0	0	0	3	3	0	0	0	0	0	0	**1**	0	1	2
+45 mins.	0	0	**1**	**8**	**9**	0	**1**	0	1	2	0	0	0	2	2	0	0	0	1	1
Total Volume	0	0	1	17	18	1	1	0	8	10	0	0	1	4	5	0	1	0	8	9
% App. Total	0	0	5.6	94.4		10	10	0	80		0	0	20	80		0	11.1	0	88.9	

Accurate Counts
978-664-2565

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	1	2	2	0	1	5	4	0	3	15	6	0	0	1	0	0	40
04:15 PM	0	4	1	0	0	5	3	0	8	8	2	0	2	0	1	0	34
04:30 PM	1	5	3	0	7	5	1	0	6	19	6	0	0	0	1	0	54
04:45 PM	3	1	0	0	3	10	5	0	5	18	6	0	1	0	0	0	52
Total	5	12	6	0	11	25	13	0	22	60	20	0	3	1	2	0	180
05:00 PM	0	2	1	0	1	10	7	0	3	22	5	0	1	2	0	0	54
05:15 PM	3	2	0	0	2	8	2	0	8	14	6	1	1	0	0	0	47
05:30 PM	2	4	0	0	4	2	6	0	7	23	8	0	1	1	1	2	61
05:45 PM	2	9	4	0	4	5	6	0	18	19	6	1	2	0	0	0	76
Total	7	17	5	0	11	25	21	0	36	78	25	2	5	3	1	2	238
Grand Total	12	29	11	0	22	50	34	0	58	138	45	2	8	4	3	2	418
Apprch %	23.1	55.8	21.2	0	20.8	47.2	32.1	0	23.9	56.8	18.5	0.8	47.1	23.5	17.6	11.8	
Total %	2.9	6.9	2.6	0	5.3	12	8.1	0	13.9	33	10.8	0.5	1.9	1	0.7	0.5	
Cars	12	29	11	0	22	50	34	0	58	138	45	2	8	4	3	2	418
% Cars	100	100	100	0	100	100	100	0	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

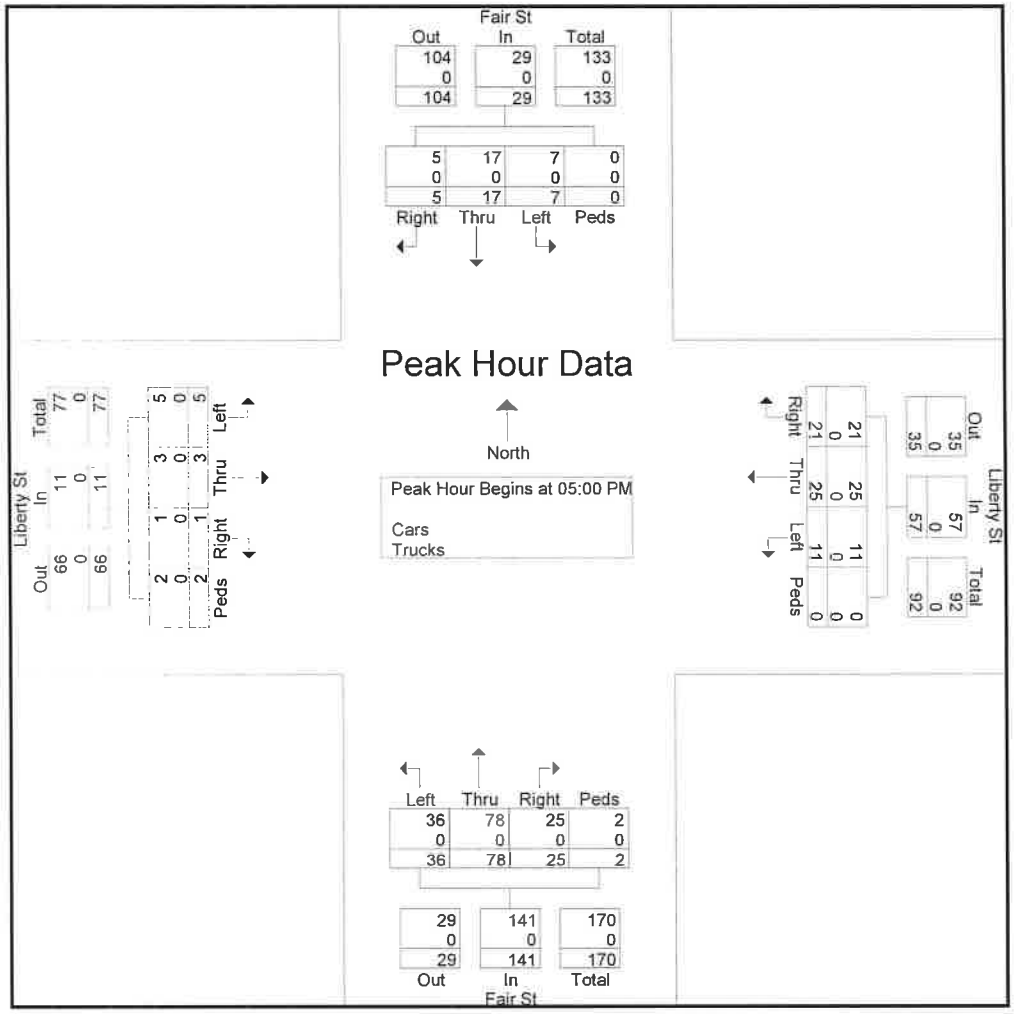
File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 2

	Fair St From North					Liberty St From East					Fair St From South					Liberty St From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	2	1	0	3	1	**10**	**7**	0	**18**	3	22	5	0	30	1	**2**	0	0	3	54
05:15 PM	**3**	2	0	0	5	2	8	2	0	12	8	14	6	**1**	29	1	0	0	0	1	47
05:30 PM	2	4	0	0	6	**4**	2	6	0	12	7	**23**	**8**	0	38	1	1	**1**	**2**	**5**	61
05:45 PM	2	**9**	**4**	0	**15**	4	5	6	0	15	**18**	19	6	1	**44**	**2**	0	0	0	2	**76**
Total Volume	7	17	5	0	29	11	25	21	0	57	36	78	25	2	141	5	3	1	2	11	238
% App. Total	24.1	58.6	17.2	0		19.3	43.9	36.8	0		25.5	55.3	17.7	1.4		45.5	27.3	9.1	18.2		
PHF	.583	.472	.313	.000	.483	.688	.625	.750	.000	.792	.500	.848	.781	.500	.801	.625	.375	.250	.250	.550	.783
Cars	7	17	5	0	29	11	25	21	0	57	36	78	25	2	141	5	3	1	2	11	238
% Cars	100	100	100	0	100	100	100	100	0	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts
978-664-2565

I/S Street : Fair Street
:/W Street : Liberty Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	05:00 PM					04:30 PM					05:00 PM					05:00 PM				
+0 mins.	0	2	1	0	3	**7**	5	1	0	13	3	22	5	0	30	1	**2**	0	0	3
+15 mins.	**3**	2	0	0	5	3	**10**	5	0	**18**	8	14	6	**1**	29	1	0	0	0	1
+30 mins.	2	4	0	0	6	1	10	**7**	0	18	7	**23**	**8**	0	38	1	1	**1**	**2**	**5**
+45 mins.	2	**9**	**4**	0	**15**	2	8	2	0	12	**18**	19	6	1	**44**	**2**	0	0	0	2
Total Volume	7	17	5	0	29	13	33	15	0	61	36	78	25	2	141	5	3	1	2	11
% App. Total	24.1	58.6	17.2	0		21.3	54.1	24.6	0		25.5	55.3	17.7	1.4		45.5	27.3	9.1	18.2	

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	1	2	2	0	1	5	4	0	3	15	6	0	0	1	0	0	40
04:15 PM	0	4	1	0	0	5	3	0	8	8	2	0	2	0	1	0	34
04:30 PM	1	5	3	0	7	5	1	0	6	19	6	0	0	0	1	0	54
04:45 PM	3	1	0	0	3	10	5	0	5	18	6	0	1	0	0	0	52
Total	5	12	6	0	11	25	13	0	22	60	20	0	3	1	2	0	180
05:00 PM	0	2	1	0	1	10	7	0	3	22	5	0	1	2	0	0	54
05:15 PM	3	2	0	0	2	8	2	0	8	14	6	1	1	0	0	0	47
05:30 PM	2	4	0	0	4	2	6	0	7	23	8	0	1	1	1	2	61
05:45 PM	2	9	4	0	4	5	6	0	18	19	6	1	2	0	0	0	76
Total	7	17	5	0	11	25	21	0	36	78	25	2	5	3	1	2	238
Grand Total	12	29	11	0	22	50	34	0	58	138	45	2	8	4	3	2	418
Apprch %	23.1	55.8	21.2	0	20.8	47.2	32.1	0	23.9	56.8	18.5	0.8	47.1	23.5	17.6	11.8	
Total %	2.9	6.9	2.6	0	5.3	12	8.1	0	13.9	33	10.8	0.5	1.9	1	0.7	0.5	

I/S Street : Fair Street
:/W Street : Liberty Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	0	0	0	8	0	0	0	0	0	1	0	9	0	0	0	2	20
04:15 PM	0	0	0	2	1	1	0	1	0	0	0	10	0	0	0	1	16
04:30 PM	0	0	0	6	0	1	1	0	0	0	0	12	1	0	0	4	25
04:45 PM	0	0	0	4	0	1	0	3	0	2	0	10	0	0	0	7	27
Total	0	0	0	20	1	3	1	4	0	3	0	41	1	0	0	14	88
05:00 PM	0	0	0	6	1	1	0	8	0	0	0	27	0	2	0	2	47
05:15 PM	0	0	0	10	0	0	0	10	0	0	0	26	0	4	0	4	54
05:30 PM	1	0	0	8	0	4	0	1	1	1	0	78	0	1	0	6	101
05:45 PM	0	0	0	14	0	2	0	5	0	0	0	54	0	0	0	2	77
Total	1	0	0	38	1	7	0	24	1	1	0	185	0	7	0	14	279
Grand Total	1	0	0	58	2	10	1	28	1	4	0	226	1	7	0	28	367
Apprch %	1.7	0	0	98.3	4.9	24.4	2.4	68.3	0.4	1.7	0	97.8	2.8	19.4	0	77.8	
Total %	0.3	0	0	15.8	0.5	2.7	0.3	7.6	0.3	1.1	0	61.6	0.3	1.9	0	7.6	

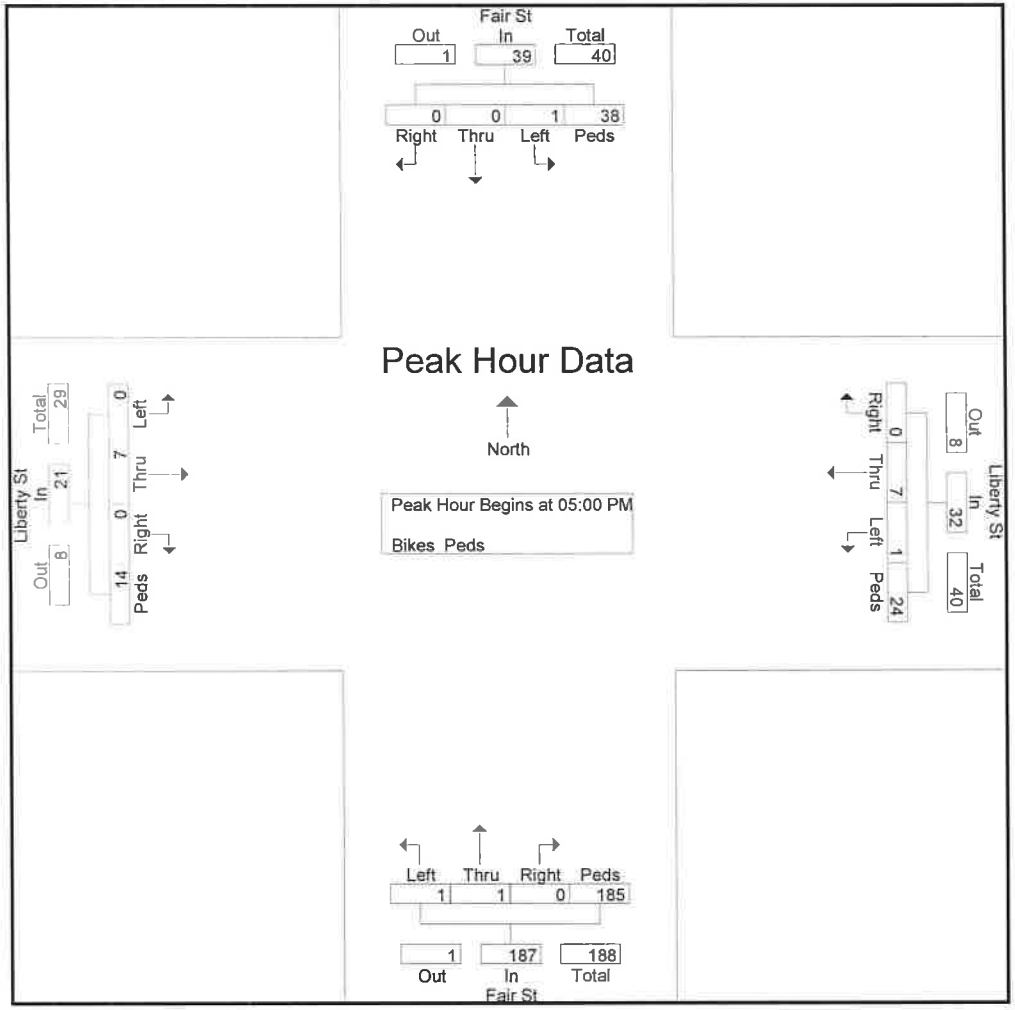
N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Fair St From North					Liberty St From East					Fair St From South					Liberty St From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	6	6	**1**	1	0	8	**10**	0	0	0	27	27	0	2	0	2	4	47
05:15 PM	0	0	0	10	10	0	0	0	**10**	10	0	0	0	26	26	0	**4**	0	4	**8**	54
05:30 PM	**1**	0	0	8	9	0	**4**	0	1	5	**1**	**1**	0	**78**	**80**	0	1	0	**6**	7	**101**
05:45 PM	0	0	0	**14**	**14**	0	2	0	5	7	0	0	0	54	54	0	0	0	2	2	77
Total Volume	1	0	0	38	39	1	7	0	24	32	1	1	0	185	187	0	7	0	14	21	279
% App. Total	2.6	0	0	97.4		3.1	21.9	0	75		0.5	0.5	0	98.9		0	33.3	0	66.7		
PHF	.250	.000	.000	.679	.696	.250	.438	.000	.600	.800	.250	.250	.000	.593	.584	.000	.438	.000	.583	.656	.691

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					04:45 PM				
+0 mins.	0	0	0	6	6	**1**	1	0	8	**10**	0	0	0	27	27	0	0	0	**7**	7
+15 mins.	0	0	0	10	10	0	0	0	**10**	10	0	0	0	26	26	0	2	0	2	4
+30 mins.	**1**	0	0	8	9	0	**4**	0	1	5	**1**	**1**	0	**78**	**80**	0	**4**	0	4	**8**
+45 mins.	0	0	0	**14**	**14**	0	2	0	5	7	0	0	0	54	54	0	1	0	6	7
Total Volume	1	0	0	38	39	1	7	0	24	32	1	1	0	185	187	0	7	0	19	26
% App. Total	2.6	0	0	97.4		3.1	21.9	0	75		0.5	0.5	0	98.9		0	26.9	0	73.1	

Accurate Counts
978-664-2565

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
11:00 AM	1	3	1	0	3	6	2	0	18	22	4	0	1	1	1	1	64
11:15 AM	0	3	1	0	1	12	2	0	17	22	1	0	1	2	0	0	62
11:30 AM	0	3	2	0	4	7	0	0	10	15	3	0	1	0	0	0	45
11:45 AM	1	2	4	0	2	9	5	0	21	17	6	0	0	2	2	0	71
Total	2	11	8	0	10	34	9	0	66	76	14	0	3	5	3	1	242
12:00 PM	0	2	1	0	1	14	7	0	12	22	3	0	1	1	1	0	65
12:15 PM	0	1	3	0	3	7	2	0	14	7	4	0	0	1	1	0	43
12:30 PM	1	5	3	0	3	4	3	0	14	16	2	0	0	1	0	0	52
12:45 PM	0	3	1	0	1	8	4	0	11	12	5	0	0	0	1	0	46
Total	1	11	8	0	8	33	16	0	51	57	14	0	1	3	3	0	206
01:00 PM	2	2	0	0	2	8	2	0	10	14	8	0	0	1	3	0	52
01:15 PM	1	0	1	0	2	10	0	0	8	15	4	0	1	0	0	0	42
01:30 PM	0	0	1	0	2	5	1	0	10	11	4	0	0	1	1	0	36
01:45 PM	0	3	3	0	1	6	3	0	5	9	5	0	0	1	1	0	37
Total	3	5	5	0	7	29	6	0	33	49	21	0	1	3	5	0	167
Grand Total	6	27	21	0	25	96	31	0	150	182	49	0	5	11	11	1	615
Apprch %	11.1	50	38.9	0	16.4	63.2	20.4	0	39.4	47.8	12.9	0	17.9	39.3	39.3	3.6	
Total %	1	4.4	3.4	0	4.1	15.6	5	0	24.4	29.6	8	0	0.8	1.8	1.8	0.2	
Cars	6	27	21	0	25	96	31	0	150	182	49	0	5	11	11	1	615
% Cars	100	100	100	0	100	100	100	0	100	100	100	0	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Cloudy

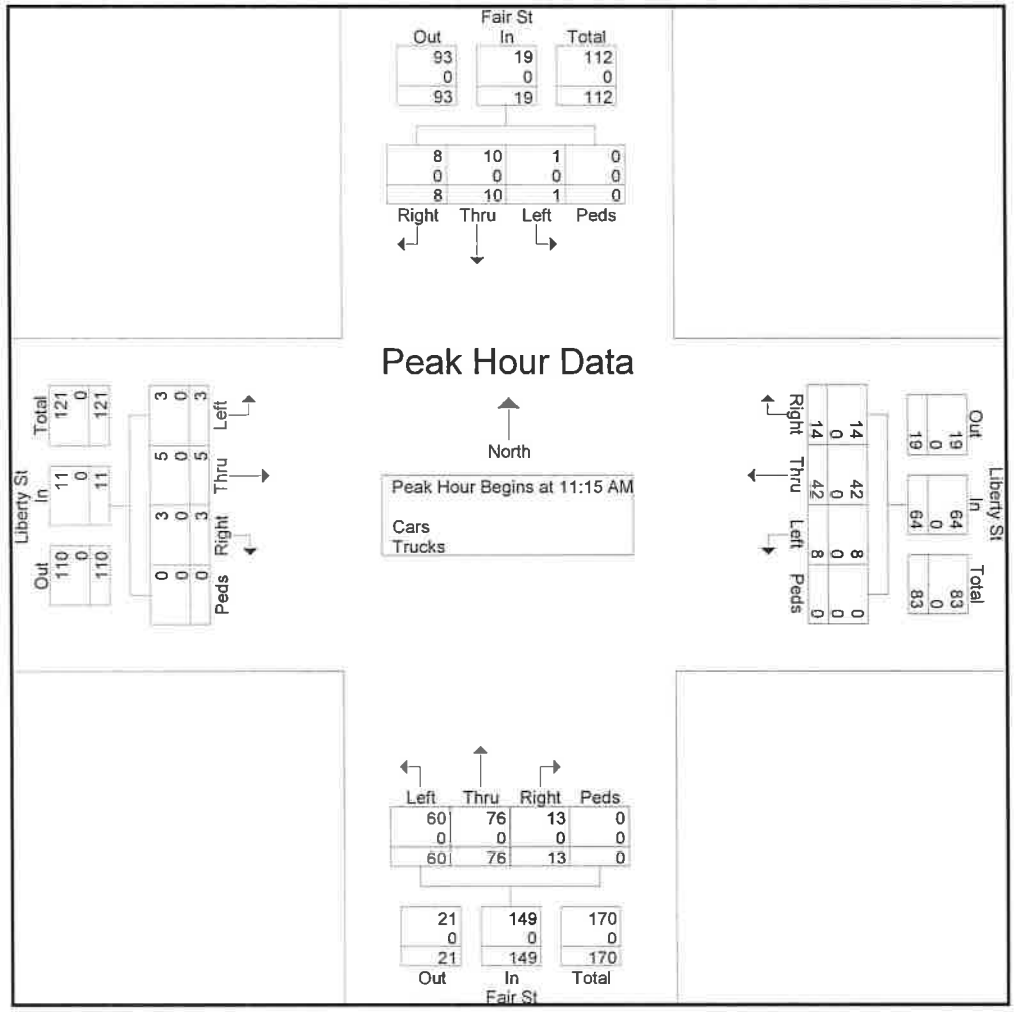
File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 2

	Fair St From North					Liberty St From East					Fair St From South					Liberty St From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	0	**3**	1	0	4	1	12	2	0	15	17	**22**	1	0	40	**1**	**2**	0	0	3	62
11:30 AM	0	3	2	0	5	**4**	7	0	0	11	10	15	3	0	28	1	0	0	0	1	45
11:45 AM	**1**	2	**4**	0	**7**	2	9	5	0	16	**21**	17	**6**	0	**44**	0	2	**2**	0	**4**	**71**
12:00 PM	0	2	1	0	3	1	**14**	**7**	0	**22**	12	22	3	0	37	1	1	1	0	3	65
Total Volume	1	10	8	0	19	8	42	14	0	64	60	76	13	0	149	3	5	3	0	11	243
% App. Total	5.3	52.6	42.1	0		12.5	65.6	21.9	0		40.3	51	8.7	0		27.3	45.5	27.3	0		
PHF	.250	.833	.500	.000	.679	.500	.750	.500	.000	.727	.714	.864	.542	.000	.847	.750	.625	.375	.000	.688	.856
Cars	1	10	8	0	19	8	42	14	0	64	60	76	13	0	149	3	5	3	0	11	243
% Cars	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts
978-664-2565

I/S Street : Fair Street
:/W Street : Liberty Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 3



'eak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
'eak Hour for Each Approach Begins at:

	11:45 AM					11:15 AM					11:00 AM					11:00 AM				
+0 mins.	**1**	2	**4**	0	7	1	12	2	0	15	18	**22**	4	0	**44**	**1**	1	1	**1**	**4**
+15 mins.	0	2	1	0	3	**4**	7	0	0	11	17	22	1	0	40	1	**2**	0	0	3
+30 mins.	0	1	3	0	4	2	9	5	0	16	10	15	3	0	28	1	0	0	0	1
+45 mins.	1	**5**	3	0	**9**	1	**14**	**7**	0	**22**	**21**	17	**6**	0	44	0	2	**2**	0	4
Total Volume	2	10	11	0	23	8	42	14	0	64	66	76	14	0	156	3	5	3	1	12
% App. Total	8.7	43.5	47.8	0		12.5	65.6	21.9	0		42.3	48.7	9	0		25	41.7	25	8.3	
PHF	.500	.500	.688	.000	.639	.500	.750	.500	.000	.727	.786	.864	.583	.000	.886	.750	.625	.375	.250	.750

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
11:00 AM	1	3	1	0	3	6	2	0	18	22	4	0	1	1	1	1	64
11:15 AM	0	3	1	0	1	12	2	0	17	22	1	0	1	2	0	0	62
11:30 AM	0	3	2	0	4	7	0	0	10	15	3	0	1	0	0	0	45
11:45 AM	1	2	4	0	2	9	5	0	21	17	6	0	0	2	2	0	71
Total	2	11	8	0	10	34	9	0	66	76	14	0	3	5	3	1	242
12:00 PM	0	2	1	0	1	14	7	0	12	22	3	0	1	1	1	0	65
12:15 PM	0	1	3	0	3	7	2	0	14	7	4	0	0	1	1	0	43
12:30 PM	1	5	3	0	3	4	3	0	14	16	2	0	0	1	0	0	52
12:45 PM	0	3	1	0	1	8	4	0	11	12	5	0	0	0	1	0	46
Total	1	11	8	0	8	33	16	0	51	57	14	0	1	3	3	0	206
01:00 PM	2	2	0	0	2	8	2	0	10	14	8	0	0	1	3	0	52
01:15 PM	1	0	1	0	2	10	0	0	8	15	4	0	1	0	0	0	42
01:30 PM	0	0	1	0	2	5	1	0	10	11	4	0	0	1	1	0	36
01:45 PM	0	3	3	0	1	6	3	0	5	9	5	0	0	1	1	0	37
Total	3	5	5	0	7	29	6	0	33	49	21	0	1	3	5	0	167
Grand Total	6	27	21	0	25	96	31	0	150	182	49	0	5	11	11	1	615
Apprch %	11.1	50	38.9	0	16.4	63.2	20.4	0	39.4	47.8	12.9	0	17.9	39.3	39.3	3.6	
Total %	1	4.4	3.4	0	4.1	15.6	5	0	24.4	29.6	8	0	0.8	1.8	1.8	0.2	

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	Fair St From North				Liberty St From East				Fair St From South				Liberty St From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
11:00 AM	0	0	0	6	0	0	0	0	0	0	0	3	0	4	0	0	13
11:15 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	1	1	0	7
11:30 AM	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	0	10
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	5
Total	0	0	0	19	0	0	0	0	0	0	0	9	0	5	1	1	35
12:00 PM	0	0	0	6	0	0	0	0	0	0	0	7	0	0	0	0	13
12:15 PM	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	3	17
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
12:45 PM	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	7	15
Total	0	0	0	16	0	0	0	0	0	0	0	22	0	0	0	10	48
01:00 PM	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	0	9
01:15 PM	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	10
01:30 PM	0	0	0	8	0	5	0	0	0	0	0	1	0	1	0	2	17
01:45 PM	0	0	0	6	0	0	0	0	0	0	1	4	0	0	0	2	13
Total	0	0	0	28	0	5	0	0	0	0	1	10	0	1	0	4	49
Grand Total	0	0	0	63	0	5	0	0	0	0	1	41	0	6	1	15	132
Apprch %	0	0	0	100	0	100	0	0	0	0	2.4	97.6	0	27.3	4.5	68.2	
Total %	0	0	0	47.7	0	3.8	0	0	0	0	0.8	31.1	0	4.5	0.8	11.4	

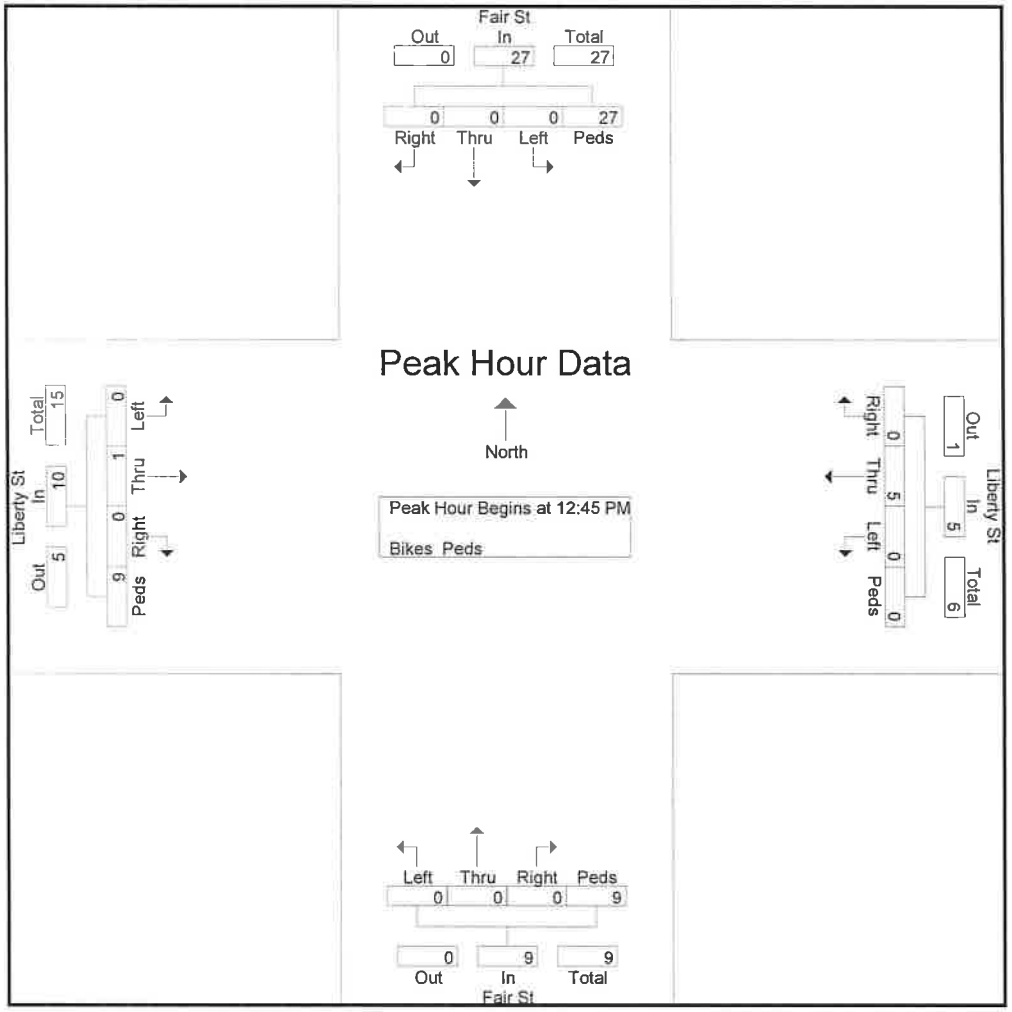
N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 14

	Fair St From North					Liberty St From East					Fair St From South					Liberty St From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	0	0	0	5	5	0	0	0	0	0	0	0	0	**3**	**3**	0	0	0	**7**	**7**	15
01:00 PM	0	0	0	6	6	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	9
01:15 PM	0	0	0	**8**	**8**	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	10
01:30 PM	0	0	0	8	8	0	**5**	0	0	**5**	0	0	0	1	1	0	**1**	0	2	3	**17**
Total Volume	0	0	0	27	27	0	5	0	0	5	0	0	0	9	9	0	1	0	9	10	51
% App. Total	0	0	0	100		0	100	0	0		0	0	0	100		0	10	0	90		
PHF	.000	.000	.000	.844	.844	.000	.250	.000	.000	.250	.000	.000	.000	.750	.750	.000	.250	.000	.321	.357	.750

N/S Street : Fair Street
E/W Street : Liberty Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM					12:45 PM					11:30 AM					12:00 PM				
+0 mins.	0	0	0	6	6	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0
+15 mins.	0	0	0	**8**	**8**	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3
+30 mins.	0	0	0	8	8	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0
+45 mins.	0	0	0	6	6	0	**5**	0	0	**5**	0	0	0	**9**	**9**	0	0	0	**7**	**7**
Total Volume	0	0	0	28	28	0	5	0	0	5	0	0	0	22	22	0	0	0	10	10
% App. Total	0	0	0	100		0	100	0	0		0	0	0	100		0	0	0	100	
PHF	.000	.000	.000	.875	.875	.000	.250	.000	.000	.250	.000	.000	.000	.611	.611	.000	.000	.000	.357	.357

Accurate Counts

978-664-2565

S Street : Federal Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Federal St From North		Federal St From South		Liberty St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
07:00 AM	8	5	5	8	1	1	
07:15 AM	12	7	11	18	4	0	
07:30 AM	12	1	3	15	0	1	
07:45 AM	16	3	4	25	1	0	
Total	48	16	23	66	6	2	1
08:00 AM	15	4	13	19	2	2	
08:15 AM	9	9	4	25	1	1	
08:30 AM	22	3	8	28	2	7	
08:45 AM	25	4	8	42	5	3	
Total	71	20	33	114	10	13	2
Grand Total	119	36	56	180	16	15	4
Apprch %	76.8	23.2	23.7	76.3	51.6	48.4	
Total %	28.2	8.5	13.3	42.7	3.8	3.6	
Cars	118	36	56	176	16	15	4
% Cars	99.2	100	100	97.8	100	100	98
Trucks	1	0	0	4	0	0	
% Trucks	0.8	0	0	2.2	0	0	1

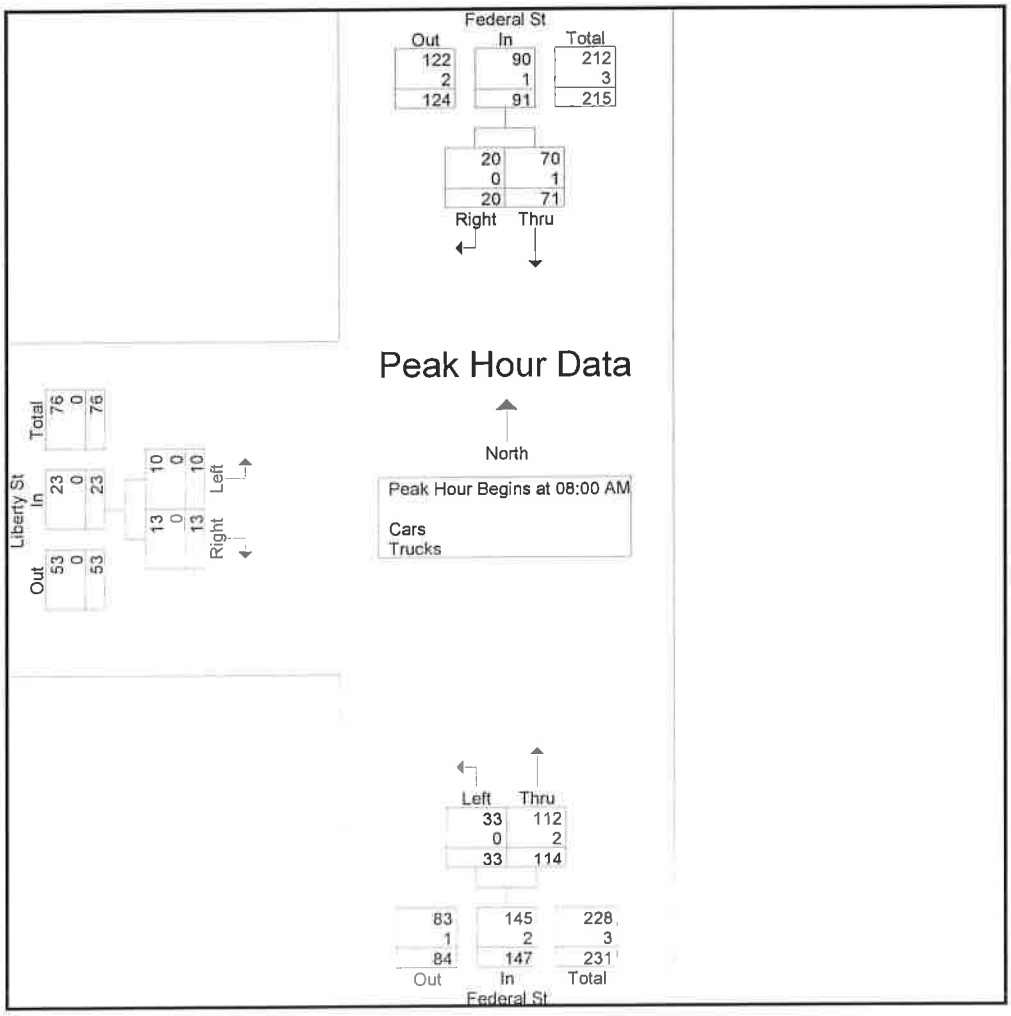
Accurate Counts

978-664-2565

S Street : Federal Street
N Street: Liberty Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Federal St From North			Federal St From South			Liberty St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	15	4	19	**13**	19	32	2	2	4	
08:15 AM	9	**9**	18	4	25	29	1	1	2	
08:30 AM	22	3	25	8	28	36	2	**7**	**9**	
08:45 AM	**25**	4	**29**	8	**42**	**50**	**5**	3	8	
Total Volume	71	20	91	33	114	147	10	13	23	26
% App. Total	78	22		22.4	77.6		43.5	56.5		
PHF	.710	.556	.784	.635	.679	.735	.500	.464	.639	.75
Cars	70	20	90	33	112	145	10	13	23	25
% Cars	98.6	100	98.9	100	98.2	98.6	100	100	100	98
Trucks	1	0	1	0	2	2	0	0	0	
% Trucks	1.4	0	1.1	0	1.8	1.4	0	0	0	1



Accurate Counts

978-664-2565

S Street : Federal Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Federal St From North		Federal St From South		Liberty St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
07:00 AM	8	5	5	8	1	1	
07:15 AM	12	7	11	18	4	0	
07:30 AM	12	1	3	14	0	1	
07:45 AM	16	3	4	24	1	0	
Total	48	16	23	64	6	2	1
08:00 AM	14	4	13	19	2	2	
08:15 AM	9	9	4	24	1	1	
08:30 AM	22	3	8	28	2	7	
08:45 AM	25	4	8	41	5	3	
Total	70	20	33	112	10	13	2
Grand Total	118	36	56	176	16	15	4
Apprch %	76.6	23.4	24.1	75.9	51.6	48.4	
Total %	28.3	8.6	13.4	42.2	3.8	3.6	

Accurate Counts

978-664-2565

S Street : Federal Street
/N Street: Liberty Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Federal St From North		Federal St From South		Liberty St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
07:00 AM	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	
07:30 AM	0	0	0	1	0	0	
07:45 AM	0	0	0	1	0	0	
Total	0	0	0	2	0	0	
08:00 AM	1	0	0	0	0	0	
08:15 AM	0	0	0	1	0	0	
08:30 AM	0	0	0	0	0	0	
08:45 AM	0	0	0	1	0	0	
Total	1	0	0	2	0	0	
Grand Total	1	0	0	4	0	0	
Apprch %	100	0	0	100	0	0	
Total %	20	0	0	80	0	0	

Accurate Counts

978-664-2565

S Street : Federal Street
/V Street: Liberty Street
:y/State : Newburyport, MA
ɜather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Federal St From North			Federal St From South			Liberty St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	0	0	2	0	1	1	1	0	2	5	2	
07:15 AM	1	0	1	2	0	1	0	0	1	3	3	
07:30 AM	2	0	0	1	0	0	0	0	0	0	3	
07:45 AM	0	0	3	0	1	1	0	0	1	5	1	
Total	3	0	6	3	2	3	1	0	4	13	9	2
08:00 AM	3	0	4	0	0	0	0	0	0	4	3	
08:15 AM	0	0	7	0	1	2	0	0	2	11	1	1
08:30 AM	0	0	2	0	0	1	0	1	2	5	1	
08:45 AM	0	0	5	0	2	3	0	0	0	8	2	1
Total	3	0	18	0	3	6	0	1	4	28	7	3
Grand Total	6	0	24	3	5	9	1	1	8	41	16	5
Apprch %	100	0		37.5	62.5		50	50				
Total %	37.5	0		18.8	31.2		6.2	6.2		71.9	28.1	

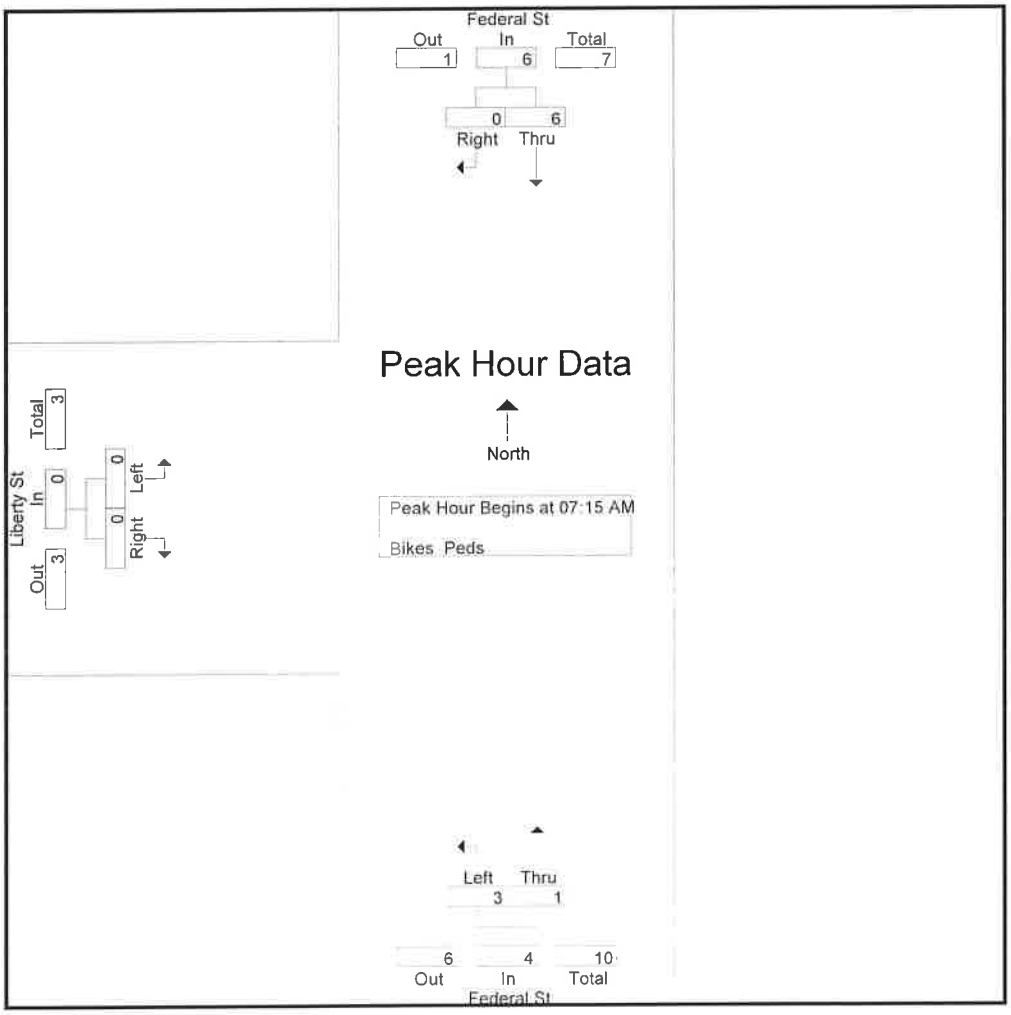
Accurate Counts

978-664-2565

S Street : Federal Street
N Street: Liberty Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Federal St From North			Federal St From South			Liberty St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	2	0	2	0	0	0	
07:30 AM	2	0	2	1	0	1	0	0	0	
07:45 AM	0	0	0	0	1	1	0	0	0	
08:00 AM	3	0	3	0	0	0	0	0	0	
Total Volume	6	0	6	3	1	4	0	0	0	1
% App. Total	100	0		75	25		0	0		
PHF	.500	.000	.500	.375	.250	.500	.000	.000	.000	.83



Accurate Counts

978-664-2565

S Street : Federal Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Federal St From North		Federal St From South		Liberty St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
04:00 PM	14	4	8	28	6	5	
04:15 PM	22	6	6	28	1	0	
04:30 PM	21	3	11	27	4	2	
04:45 PM	31	8	11	27	2	3	
Total	88	21	36	110	13	10	2
05:00 PM	25	5	10	21	3	5	
05:15 PM	18	3	6	15	3	7	
05:30 PM	9	0	0	4	1	2	
05:45 PM	0	0	0	1	0	0	
Total	52	8	16	41	7	14	1
Grand Total	140	29	52	151	20	24	4
Apprch %	82.8	17.2	25.6	74.4	45.5	54.5	
Total %	33.7	7	12.5	36.3	4.8	5.8	
Cars	139	29	52	147	20	23	4
% Cars	99.3	100	100	97.4	100	95.8	98
Trucks	1	0	0	4	0	1	
% Trucks	0.7	0	0	2.6	0	4.2	1

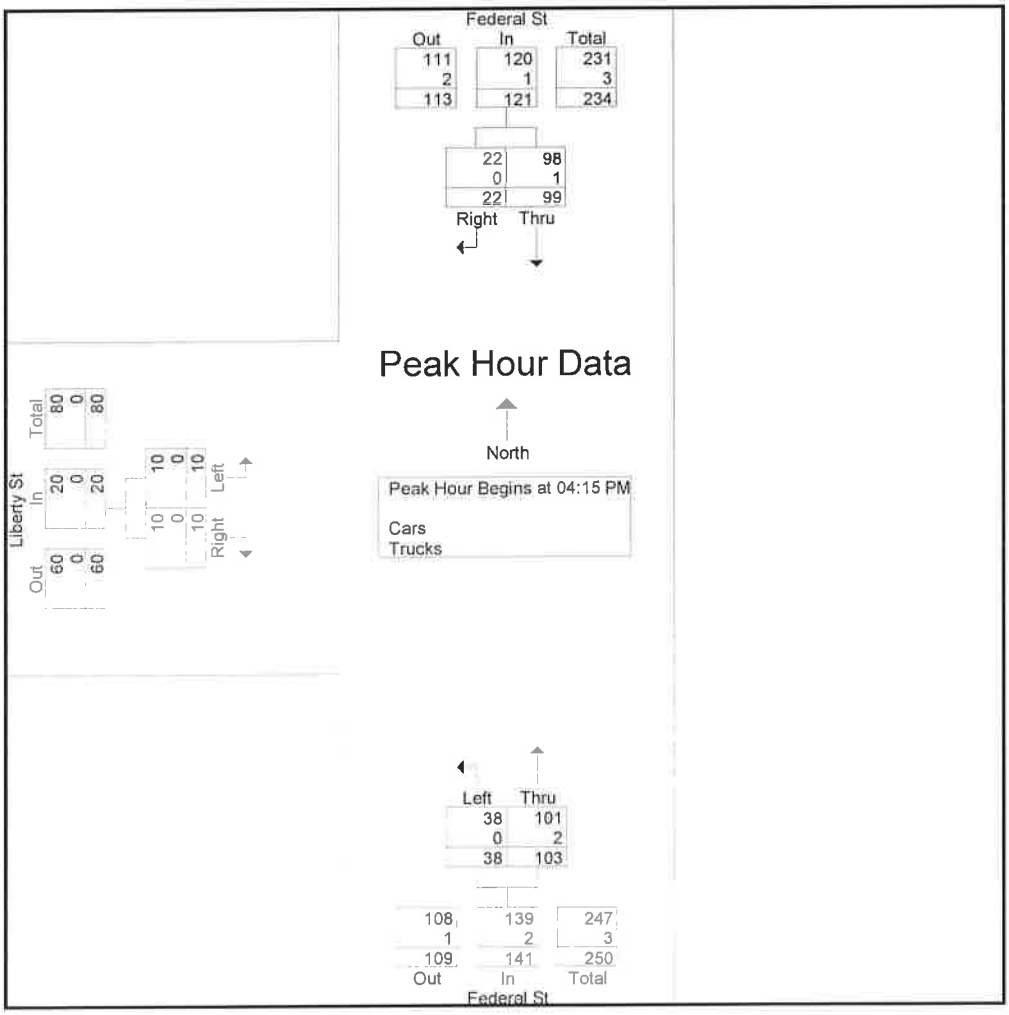
Accurate Counts

978-664-2565

S Street : Federal Street
N Street: Liberty Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Federal St From North			Federal St From South			Liberty St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	22	6	28	6	**28**	34	1	0	1	6
04:30 PM	21	3	24	**11**	27	**38**	**4**	2	6	6
04:45 PM	**31**	**8**	**39**	11	27	38	2	3	5	8
05:00 PM	25	5	30	10	21	31	3	**5**	**8**	6
Total Volume	99	22	121	38	103	141	10	10	20	28
% App. Total	81.8	18.2		27	73		50	50		
PHF	.798	.688	.776	.864	.920	.928	.625	.500	.625	.86
Cars	98	22	120	38	101	139	10	10	20	27
% Cars	99.0	100	99.2	100	98.1	98.6	100	100	100	98
Trucks	1	0	1	0	2	2	0	0	0	
% Trucks	1.0	0	0.8	0	1.9	1.4	0	0	0	1



Accurate Counts

978-664-2565

S Street : Federal Street
/N Street: Liberty Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Federal St From North		Federal St From South		Liberty St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
04:00 PM	14	4	8	27	6	4	
04:15 PM	21	6	6	26	1	0	
04:30 PM	21	3	11	27	4	2	
04:45 PM	31	8	11	27	2	3	
Total	87	21	36	107	13	9	27
05:00 PM	25	5	10	21	3	5	
05:15 PM	18	3	6	15	3	7	
05:30 PM	9	0	0	4	1	2	
05:45 PM	0	0	0	0	0	0	
Total	52	8	16	40	7	14	1
Grand Total	139	29	52	147	20	23	4
Apprch %	82.7	17.3	26.1	73.9	46.5	53.5	
Total %	33.9	7.1	12.7	35.9	4.9	5.6	

Accurate Counts

978-664-2565

S Street : Federal Street
/N Street: Liberty Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Federal St From North		Federal St From South		Liberty St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
04:00 PM	0	0	0	1	0	1	
04:15 PM	1	0	0	2	0	0	
04:30 PM	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	
Total	1	0	0	3	0	1	
05:00 PM	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	
05:30 PM	0	0	0	0	0	0	
05:45 PM	0	0	0	1	0	0	
Total	0	0	0	1	0	0	
Grand Total	1	0	0	4	0	1	
Apprch %	100	0	0	100	0	100	
Total %	16.7	0	0	66.7	0	16.7	

Accurate Counts

978-664-2565

S Street : Federal Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Federal St From North			Federal St From South			Liberty St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	1	0	0	0	3	1	0	0	9	10	4	1
04:15 PM	0	1	4	1	0	2	0	0	14	20	2	2
04:30 PM	1	0	6	1	0	0	0	0	24	30	2	3
04:45 PM	1	1	4	0	2	12	0	0	11	27	4	3
Total	3	2	14	2	5	15	0	0	58	87	12	9
05:00 PM	2	0	2	0	1	4	0	1	27	33	4	3
05:15 PM	1	0	17	2	1	16	2	0	56	89	6	9
05:30 PM	6	1	11	0	3	29	1	2	120	160	13	17
05:45 PM	2	0	10	0	5	11	0	0	110	131	7	13
Total	11	1	40	2	10	60	3	3	313	413	30	44
Grand Total	14	3	54	4	15	75	3	3	371	500	42	54
Apprch %	82.4	17.6		21.1	78.9		50	50				
Total %	33.3	7.1		9.5	35.7		7.1	7.1		92.3	7.7	

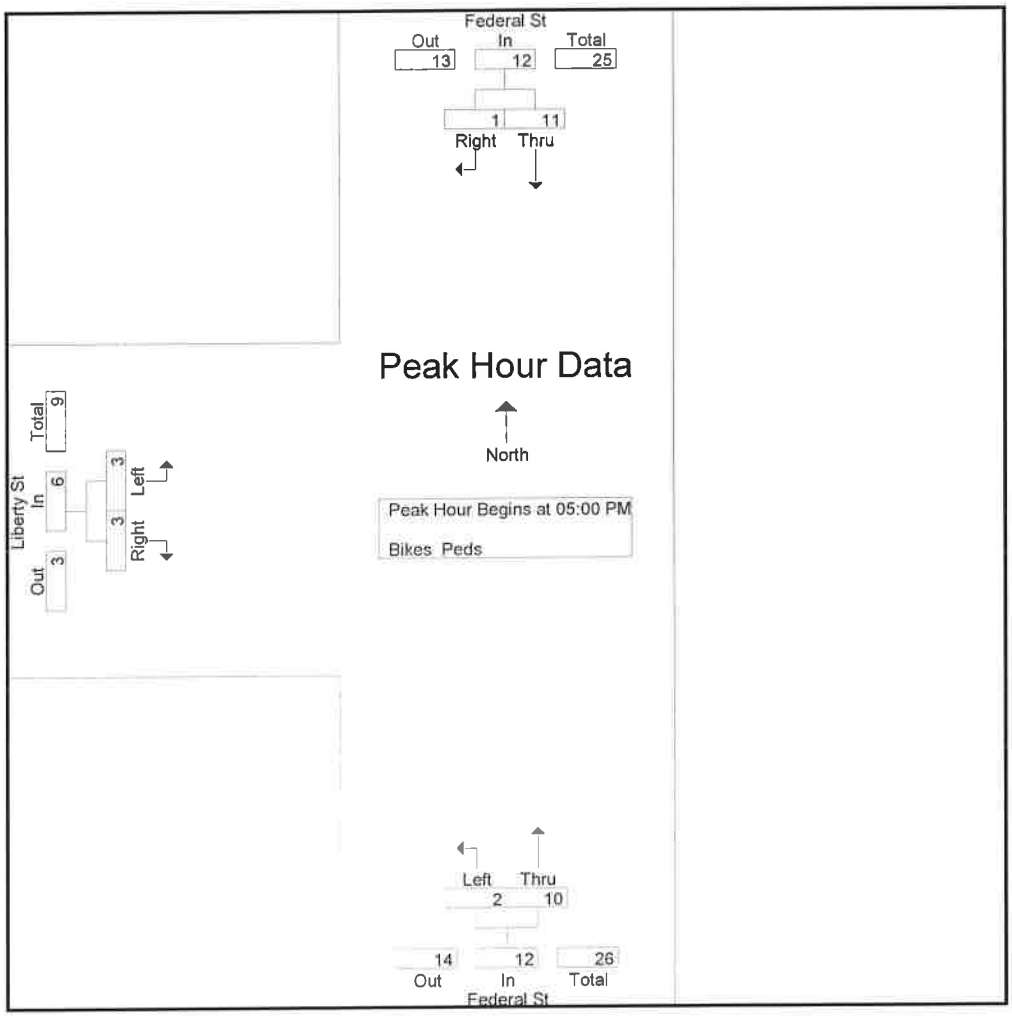
Accurate Counts

978-664-2565

S Street : Federal Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Federal St From North			Federal St From South			Liberty St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	2	0	2	0	1	1	0	1	1	
05:15 PM	1	0	1	**2**	1	3	**2**	0	2	
05:30 PM	**6**	**1**	**7**	0	3	3	1	**2**	**3**	1
05:45 PM	2	0	2	0	**5**	**5**	0	0	0	
Total Volume	11	1	12	2	10	12	3	3	6	3
% App. Total	91.7	8.3		16.7	83.3		50	50		
PHF	.458	.250	.429	.250	.500	.600	.375	.375	.500	.57



Accurate Counts

978-664-2565

S Street : Federal Street
/N Street: Liberty Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 1

Groups Printed- Cars - Trucks

	Federal St From North		Federal St From South		Liberty St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
11:00 AM	37	3	4	26	2	4	
11:15 AM	33	2	12	39	2	4	
11:30 AM	25	7	6	44	1	3	
11:45 AM	27	3	5	31	1	5	
Total	122	15	27	140	6	16	3
12:00 PM	33	5	7	31	2	8	
12:15 PM	30	1	4	18	1	5	
12:30 PM	29	5	6	20	1	2	
12:45 PM	23	6	4	32	2	1	
Total	115	17	21	101	6	16	2
01:00 PM	21	1	2	22	2	3	
01:15 PM	25	3	8	25	1	3	
01:30 PM	25	3	6	22	2	3	
01:45 PM	23	3	3	24	5	1	
Total	94	10	19	93	10	10	2
Grand Total	331	42	67	334	22	42	8
Apprch %	88.7	11.3	16.7	83.3	34.4	65.6	
Total %	39.5	5	8	39.9	2.6	5	
Cars	329	41	67	332	22	42	8
% Cars	99.4	97.6	100	99.4	100	100	99
Trucks	2	1	0	2	0	0	
% Trucks	0.6	2.4	0	0.6	0	0	0

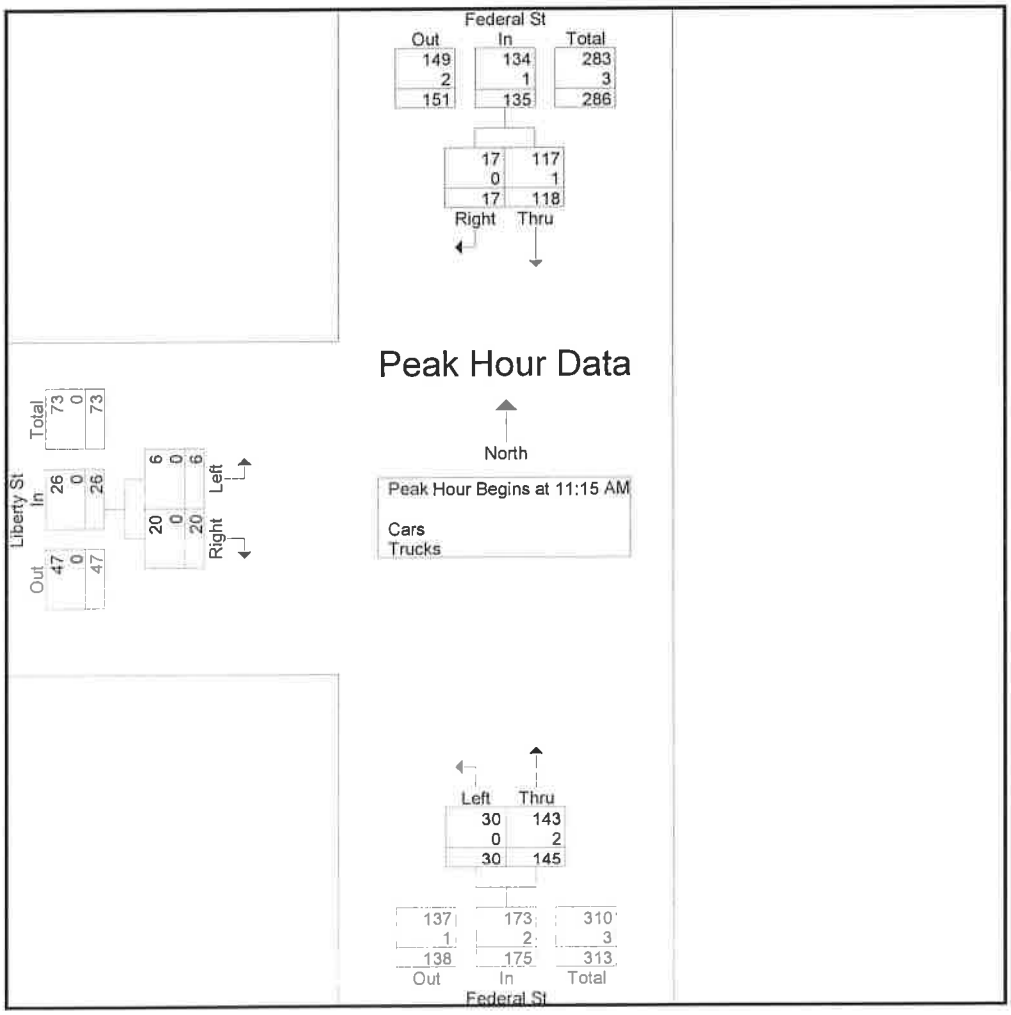
Accurate Counts

978-664-2565

S Street : Federal Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 2

	Federal St From North			Federal St From South			Liberty St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	**33**	2	35	**12**	39	**51**	**2**	4	6	9
11:30 AM	25	**7**	32	6	**44**	50	1	3	4	8
11:45 AM	27	3	30	5	31	36	1	5	6	7
12:00 PM	33	5	**38**	7	31	38	2	**8**	**10**	8
Total Volume	118	17	135	30	145	175	6	20	26	33
% App. Total	87.4	12.6		17.1	82.9		23.1	76.9		
PHF	.894	.607	.888	.625	.824	.858	.750	.625	.650	.91
Cars	117	17	134	30	143	173	6	20	26	33
% Cars	99.2	100	99.3	100	98.6	98.9	100	100	100	99
Trucks	1	0	1	0	2	2	0	0	0	
% Trucks	0.8	0	0.7	0	1.4	1.1	0	0	0	0



Accurate Counts

978-664-2565

S Street : Federal Street
/N Street: Liberty Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 4

Groups Printed- Cars

	Federal St From North		Federal St From South		Liberty St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
11:00 AM	37	3	4	26	2	4	
11:15 AM	33	2	12	39	2	4	
11:30 AM	25	7	6	44	1	3	
11:45 AM	26	3	5	29	1	5	
Total	121	15	27	138	6	16	3
12:00 PM	33	5	7	31	2	8	
12:15 PM	29	1	4	18	1	5	
12:30 PM	29	5	6	20	1	2	
12:45 PM	23	6	4	32	2	1	
Total	114	17	21	101	6	16	2
01:00 PM	21	0	2	22	2	3	
01:15 PM	25	3	8	25	1	3	
01:30 PM	25	3	6	22	2	3	
01:45 PM	23	3	3	24	5	1	
Total	94	9	19	93	10	10	2
Grand Total	329	41	67	332	22	42	8
Apprch %	88.9	11.1	16.8	83.2	34.4	65.6	
Total %	39.5	4.9	8	39.9	2.6	5	

Accurate Counts

978-664-2565

S Street : Federal Street
/N Street: Liberty Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 7

Groups Printed- Trucks

	Federal St From North		Federal St From South		Liberty St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
11:00 AM	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	
11:45 AM	1	0	0	2	0	0	
Total	1	0	0	2	0	0	
12:00 PM	0	0	0	0	0	0	
12:15 PM	1	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	
Total	1	0	0	0	0	0	
01:00 PM	0	1	0	0	0	0	
01:15 PM	0	0	0	0	0	0	
01:30 PM	0	0	0	0	0	0	
01:45 PM	0	0	0	0	0	0	
Total	0	1	0	0	0	0	
Grand Total	2	1	0	2	0	0	
Apprch %	66.7	33.3	0	100	0	0	
Total %	40	20	0	40	0	0	

Accurate Counts

978-664-2565

S Street : Federal Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 10

Groups Printed- Bikes Peds

	Federal St From North			Federal St From South			Liberty St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	0	0	4	0	0	0	0	4	1	5	4	
11:15 AM	0	0	1	0	0	2	0	1	5	8	1	
11:30 AM	0	0	0	0	0	1	0	0	5	6	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	5	0	0	3	0	5	11	19	5	2
12:00 PM	0	0	0	0	0	0	0	0	2	2	0	
12:15 PM	0	0	6	0	0	5	0	0	0	11	0	1
12:30 PM	0	0	4	0	1	0	0	0	3	7	1	
12:45 PM	0	0	4	0	0	2	0	0	6	12	0	1
Total	0	0	14	0	1	7	0	0	11	32	1	3
01:00 PM	0	0	0	0	0	1	0	0	1	2	0	
01:15 PM	1	0	1	0	1	0	0	0	1	2	2	
01:30 PM	0	0	0	2	0	1	1	0	2	3	3	
01:45 PM	0	0	3	0	0	0	0	0	2	5	0	
Total	1	0	4	2	1	2	1	0	6	12	5	1
Grand Total	1	0	23	2	2	12	1	5	28	63	11	7
Apprch %	100	0		50	50		16.7	83.3				
Total %	9.1	0		18.2	18.2		9.1	45.5		85.1	14.9	

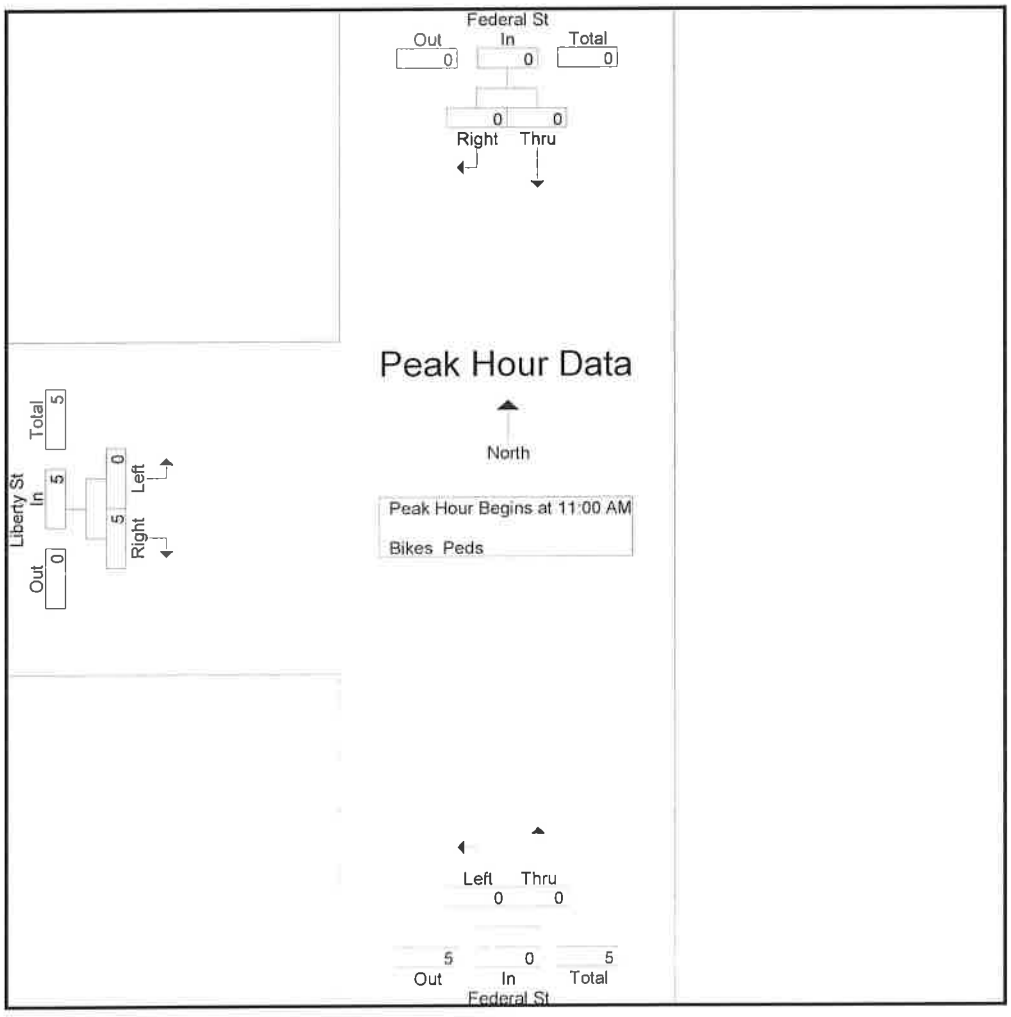
Accurate Counts

978-664-2565

S Street : Federal Street
W Street: Liberty Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 11

	Federal St From North			Federal St From South			Liberty St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	0	0	0	0	0	0	0	4	4	
11:15 AM	0	0	0	0	0	0	0	1	1	
11:30 AM	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	5	5	
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.313	.313	.31



Accurate Counts

978-664-2565

S Street : State Street
/N Street: Essex St reet
:y/State : Newburyport, MA
ɜather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	State St From North		Essex St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	64	2	0	0	0	6
07:15 AM	0	65	8	0	0	0	7
07:30 AM	0	84	5	0	0	0	8
07:45 AM	0	98	6	0	0	0	10
Total	0	311	21	0	0	0	33
08:00 AM	0	95	6	0	0	0	10
08:15 AM	0	93	11	0	0	0	10
08:30 AM	0	96	14	0	0	0	11
08:45 AM	0	86	11	0	0	0	9
Total	0	370	42	0	0	0	41
Grand Total	0	681	63	0	0	0	74
Apprch %	0	100	100	0	0	0	
Total %	0	91.5	8.5	0	0	0	
Cars	0	667	63	0	0	0	73
% Cars	0	97.9	100	0	0	0	98
Trucks	0	14	0	0	0	0	
% Trucks	0	2.1	0	0	0	0	1

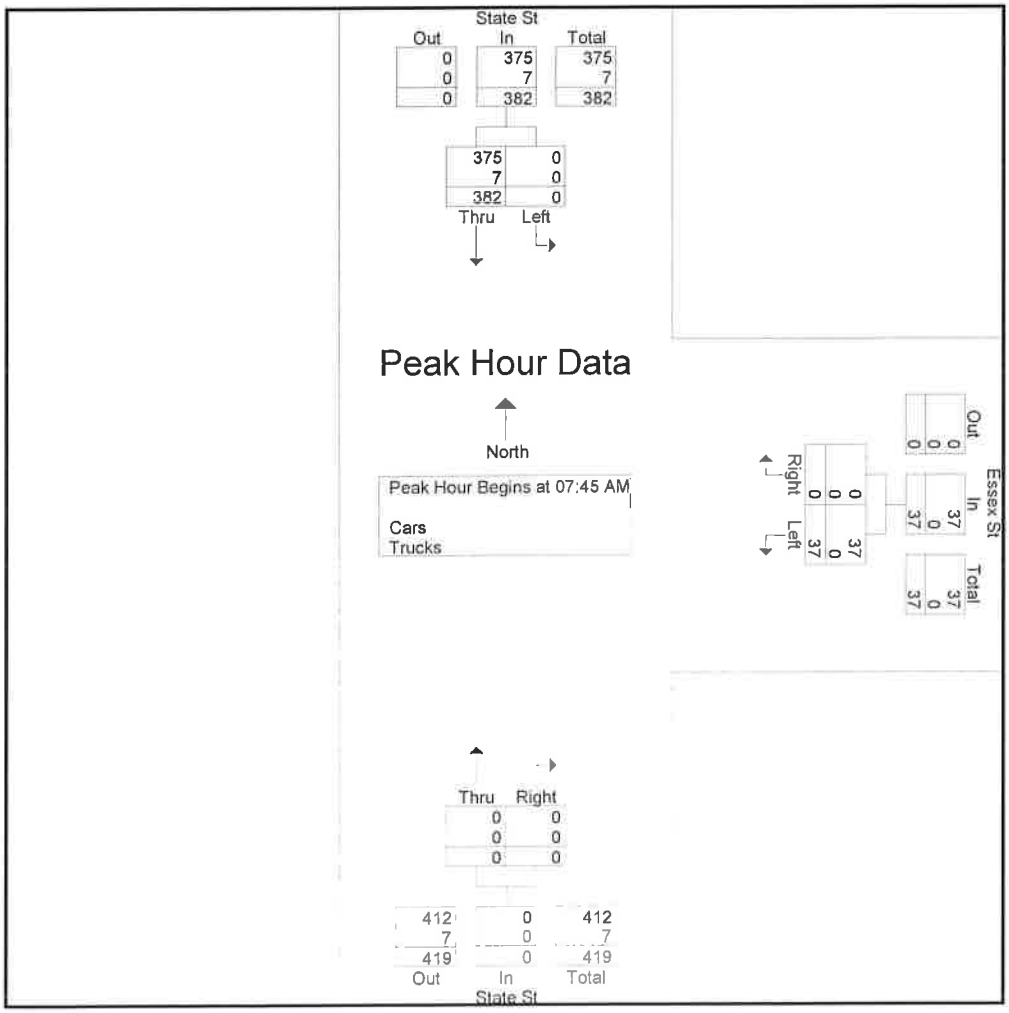
Accurate Counts

978-664-2565

S Street : State Street
N Street: Essex St reet
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	State St From North			Essex St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**98**	**98**	6	0	6	0	0	0	10
08:00 AM	0	95	95	6	0	6	0	0	0	10
08:15 AM	0	93	93	11	0	11	0	0	0	10
08:30 AM	0	96	96	**14**	0	**14**	0	0	0	**11**
Total Volume	0	382	382	37	0	37	0	0	0	41
% App. Total	0	100		100	0		0	0		
PHF	.000	.974	.974	.661	.000	.661	.000	.000	.000	.95
Cars	0	375	375	37	0	37	0	0	0	41
% Cars	0	98.2	98.2	100	0	100	0	0	0	98
Trucks	0	7	7	0	0	0	0	0	0	
% Trucks	0	1.8	1.8	0	0	0	0	0	0	1



Accurate Counts

978-664-2565

S Street : State Street
/W Street: Essex St reet
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	State St From North		Essex St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	63	2	0	0	0	6
07:15 AM	0	63	8	0	0	0	7
07:30 AM	0	83	5	0	0	0	8
07:45 AM	0	95	6	0	0	0	10
Total	0	304	21	0	0	0	32
08:00 AM	0	95	6	0	0	0	10
08:15 AM	0	90	11	0	0	0	10
08:30 AM	0	95	14	0	0	0	10
08:45 AM	0	83	11	0	0	0	9
Total	0	363	42	0	0	0	40
Grand Total	0	667	63	0	0	0	73
Apprch %	0	100	100	0	0	0	
Total %	0	91.4	8.6	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Essex St reet
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	State St From North		Essex St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
07:00 AM	0	1	0	0	0	0	
07:15 AM	0	2	0	0	0	0	
07:30 AM	0	1	0	0	0	0	
07:45 AM	0	3	0	0	0	0	
Total	0	7	0	0	0	0	
08:00 AM	0	0	0	0	0	0	
08:15 AM	0	3	0	0	0	0	
08:30 AM	0	1	0	0	0	0	
08:45 AM	0	3	0	0	0	0	
Total	0	7	0	0	0	0	
Grand Total	0	14	0	0	0	0	
Apprch %	0	100	0	0	0	0	
Total %	0	100	0	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Essex St reet
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	State St From North			Essex St From East			State St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	0	3	0	0	0	4	0	0	0	4	3	
07:15 AM	0	0	0	0	0	10	0	0	0	10	0	1
07:30 AM	0	1	0	0	0	8	0	0	1	9	1	1
07:45 AM	0	2	0	0	0	8	1	0	0	8	3	1
Total	0	6	0	0	0	30	1	0	1	31	7	3
08:00 AM	0	1	0	1	0	12	0	0	0	12	2	1
08:15 AM	0	0	1	0	0	5	0	0	1	7	0	
08:30 AM	0	0	2	0	0	6	0	0	2	10	0	1
08:45 AM	0	1	0	0	0	3	0	0	0	3	1	
Total	0	2	3	1	0	26	0	0	3	32	3	3
Grand Total	0	8	3	1	0	56	1	0	4	63	10	7
Apprch %	0	100		100	0		100	0				
Total %	0	80		10	0		10	0		86.3	13.7	

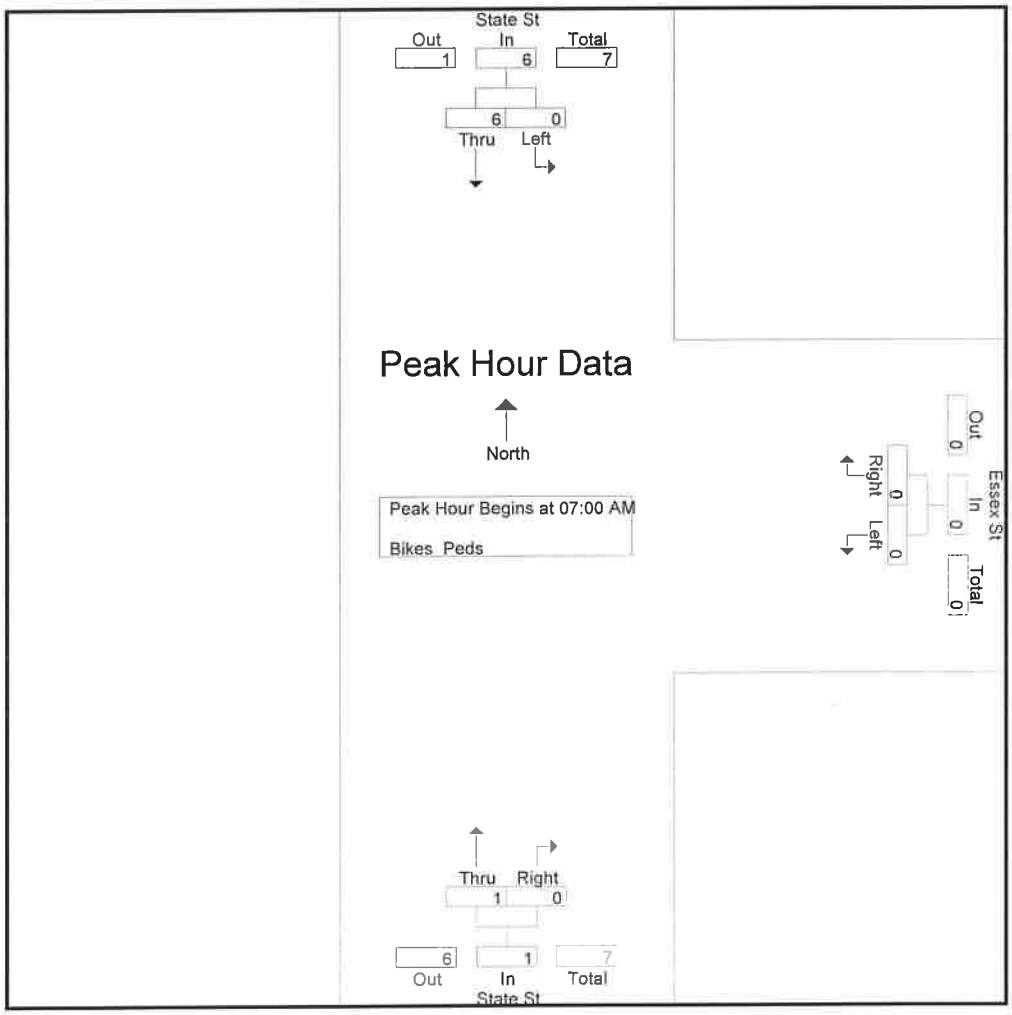
Accurate Counts

978-664-2565

S Street : State Street
/V Street: Essex St reet
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	State St From North			Essex St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	3	3	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	
07:30 AM	0	1	1	0	0	0	0	0	0	
07:45 AM	0	2	2	0	0	0	1	0	1	
Total Volume	0	6	6	0	0	0	1	0	1	
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250	.58



Accurate Counts

978-664-2565

S Street : State Street
/N Street: Essex St reet
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	State St From North		Essex St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	0	77	15	0	0	0	9
04:15 PM	0	74	12	0	0	0	8
04:30 PM	0	89	11	0	0	0	10
04:45 PM	0	78	15	0	0	0	9
Total	0	318	53	0	0	0	37
05:00 PM	0	95	11	0	0	0	10
05:15 PM	0	81	11	0	0	0	9
05:30 PM	0	81	10	0	0	1	9
05:45 PM	0	82	11	0	0	0	9
Total	0	339	43	0	0	1	38
Grand Total	0	657	96	0	0	1	75
Apprch %	0	100	100	0	0	100	
Total %	0	87.1	12.7	0	0	0.1	
Cars	0	650	96	0	0	1	74
% Cars	0	98.9	100	0	0	100	99
Trucks	0	7	0	0	0	0	
% Trucks	0	1.1	0	0	0	0	0

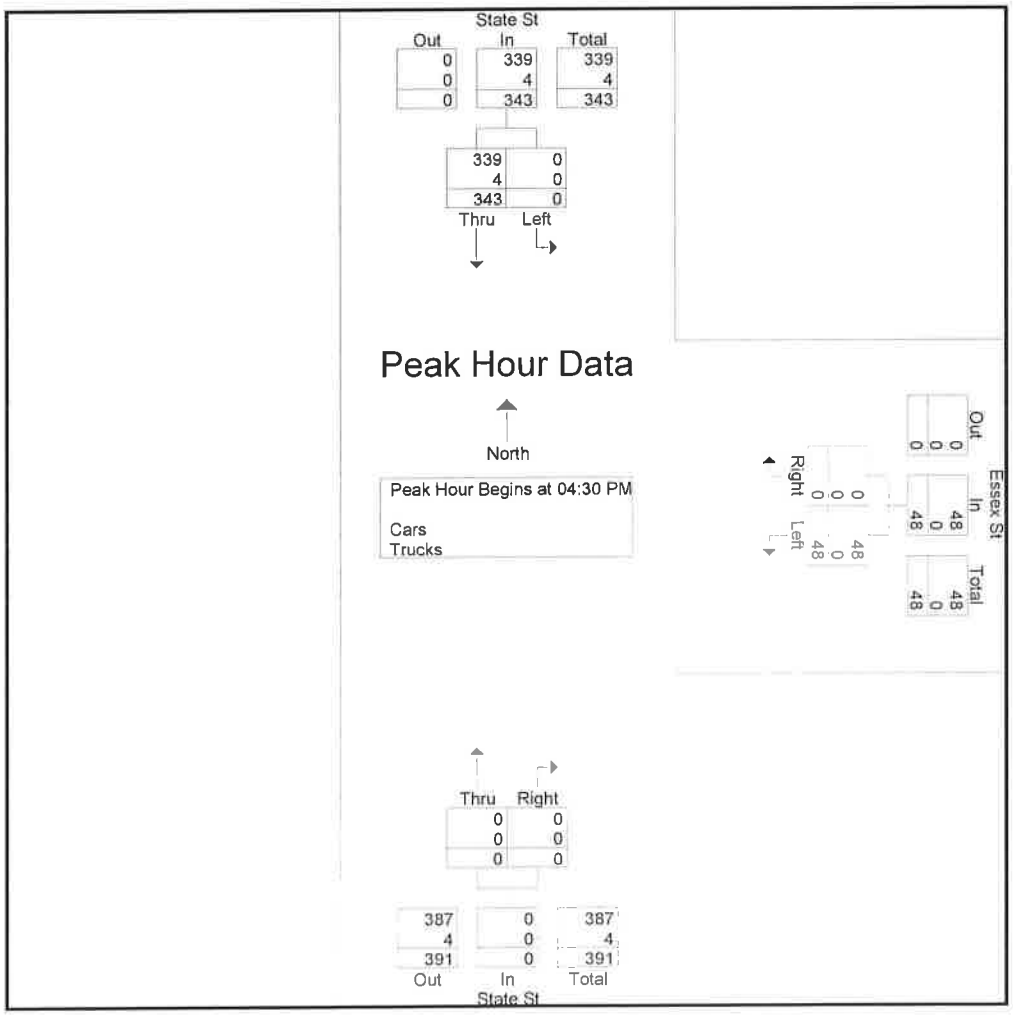
Accurate Counts

978-664-2565

S Street : State Street
N Street: Essex St reet
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	State St From North			Essex St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	89	89	11	0	11	0	0	0	10
04:45 PM	0	78	78	**15**	0	**15**	0	0	0	9
05:00 PM	0	**95**	**95**	11	0	11	0	0	0	**10**
05:15 PM	0	81	81	11	0	11	0	0	0	9
Total Volume	0	343	343	48	0	48	0	0	0	39
% App. Total	0	100		100	0		0	0		
PHF	.000	.903	.903	.800	.000	.800	.000	.000	.000	.92
Cars	0	339	339	48	0	48	0	0	0	38
% Cars	0	98.8	98.8	100	0	100	0	0	0	99
Trucks	0	4	4	0	0	0	0	0	0	
% Trucks	0	1.2	1.2	0	0	0	0	0	0	1



Accurate Counts

978-664-2565

S Street : State Street
/N Street: Essex St reet
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	State St From North		Essex St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	0	76	15	0	0	0	9
04:15 PM	0	73	12	0	0	0	8
04:30 PM	0	88	11	0	0	0	9
04:45 PM	0	78	15	0	0	0	9
Total	0	315	53	0	0	0	36
05:00 PM	0	94	11	0	0	0	10
05:15 PM	0	79	11	0	0	0	9
05:30 PM	0	80	10	0	0	1	9
05:45 PM	0	82	11	0	0	0	9
Total	0	335	43	0	0	1	37
Grand Total	0	650	96	0	0	1	74
Apprch %	0	100	100	0	0	100	
Total %	0	87	12.9	0	0	0.1	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Essex St reet
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	State St From North		Essex St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
04:00 PM	0	1	0	0	0	0	
04:15 PM	0	1	0	0	0	0	
04:30 PM	0	1	0	0	0	0	
04:45 PM	0	0	0	0	0	0	
Total	0	3	0	0	0	0	
05:00 PM	0	1	0	0	0	0	
05:15 PM	0	2	0	0	0	0	
05:30 PM	0	1	0	0	0	0	
05:45 PM	0	0	0	0	0	0	
Total	0	4	0	0	0	0	
Grand Total	0	7	0	0	0	0	
Apprch %	0	100	0	0	0	0	
Total %	0	100	0	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Essex St reet
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	State St From North			Essex St From East			State St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	1	3	0	0	20	0	0	2	25	1	2
04:15 PM	0	0	3	2	0	48	1	0	0	51	3	5
04:30 PM	0	0	6	0	0	26	1	0	0	32	1	3
04:45 PM	0	1	8	0	0	44	1	0	1	53	2	5
Total	0	2	20	2	0	138	3	0	3	161	7	16
05:00 PM	0	2	0	1	0	40	1	0	3	43	4	4
05:15 PM	0	2	3	1	0	35	0	0	2	40	3	4
05:30 PM	0	2	1	3	0	49	1	0	2	52	6	5
05:45 PM	0	0	4	0	0	25	0	0	1	30	0	3
Total	0	6	8	5	0	149	2	0	8	165	13	17
Grand Total	0	8	28	7	0	287	5	0	11	326	20	34
Apprch %	0	100		100	0		100	0				
Total %	0	40		35	0		25	0		94.2	5.8	

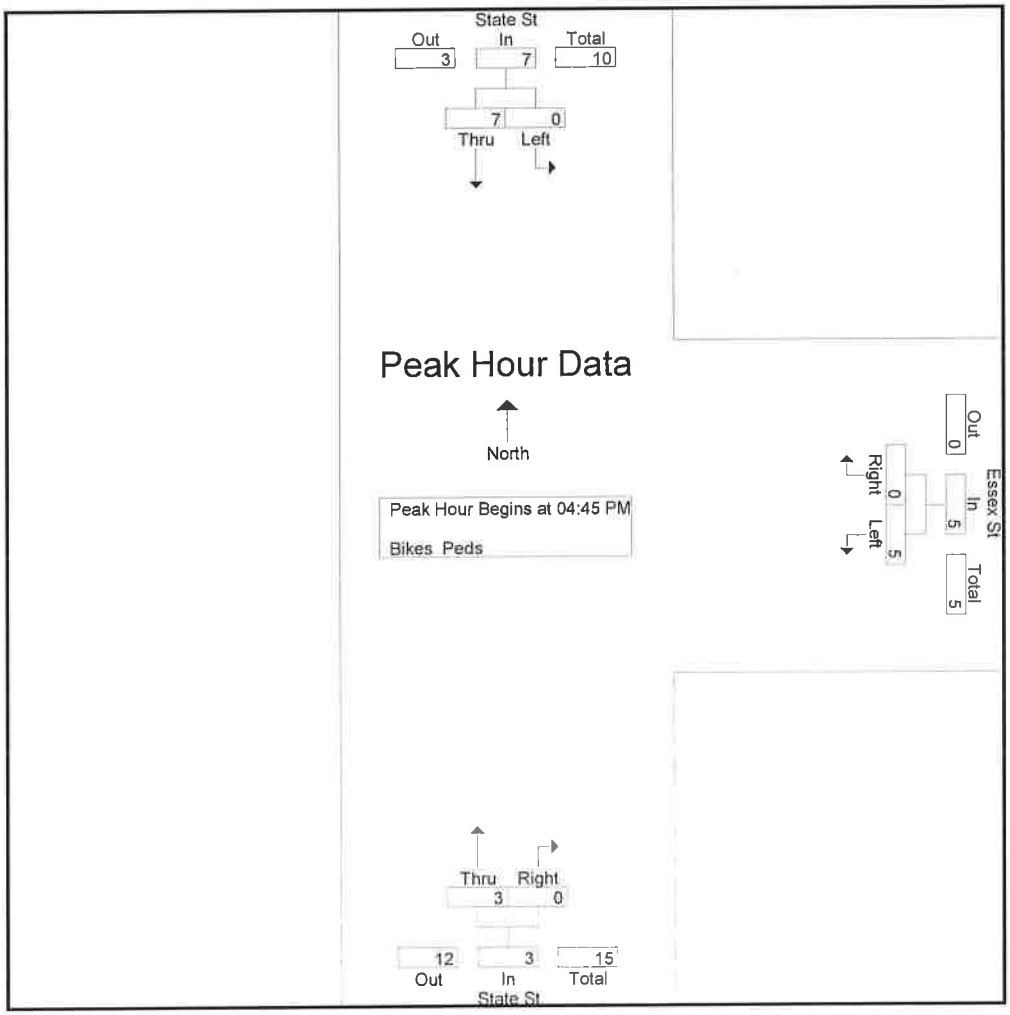
Accurate Counts

978-664-2565

S Street : State Street
W Street: Essex St reet
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	State St From North			Essex St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	1	1	0	0	0	**1**	0	**1**	
05:00 PM	0	**2**	**2**	**1**	0	1	1	0	1	
05:15 PM	0	2	2	1	0	1	0	0	0	
05:30 PM	0	2	2	**3**	0	**3**	1	0	1	
Total Volume	0	7	7	5	0	5	3	0	3	1
% App. Total	0	100		100	0		100	0		
PHF	.000	.875	.875	.417	.000	.417	.750	.000	.750	.62



Accurate Counts

978-664-2565

S Street : State Street
/N Street: Essex St reet
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 1

Groups Printed- Cars - Trucks

	State St From North		Essex St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	0	131	11	0	0	0	14
11:15 AM	0	137	20	0	0	0	15
11:30 AM	0	125	19	0	0	0	14
11:45 AM	0	121	19	0	0	0	14
Total	0	514	69	0	0	0	58
12:00 PM	0	121	17	0	0	0	13
12:15 PM	0	111	13	0	0	0	12
12:30 PM	0	84	15	0	0	0	9
12:45 PM	0	101	11	0	0	0	1
Total	0	417	56	0	0	0	47
01:00 PM	0	93	18	0	0	0	1
01:15 PM	0	107	14	0	0	0	12
01:30 PM	0	83	13	0	0	0	9
01:45 PM	0	98	12	0	0	0	1
Total	0	381	57	0	0	0	4
Grand Total	0	1312	182	0	0	0	149
Apprch %	0	100	100	0	0	0	
Total %	0	87.8	12.2	0	0	0	
Cars	0	1300	182	0	0	0	148
% Cars	0	99.1	100	0	0	0	99
Trucks	0	12	0	0	0	0	
% Trucks	0	0.9	0	0	0	0	0

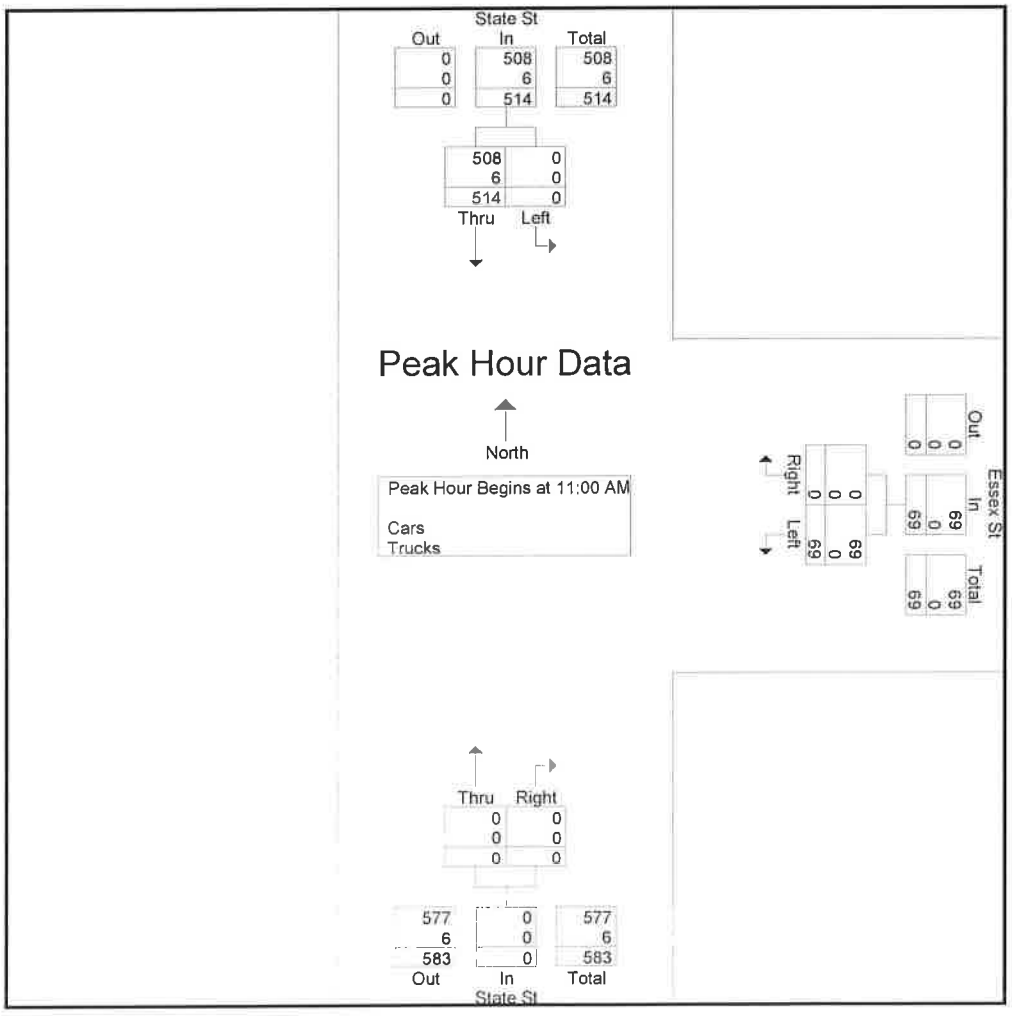
Accurate Counts

978-664-2565

S Street : State Street
W Street: Essex St reet
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 2

	State St From North			Essex St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	0	131	131	11	0	11	0	0	0	14
11:15 AM	0	**137**	**137**	**20**	0	**20**	0	0	0	**15**
11:30 AM	0	125	125	19	0	19	0	0	0	14
11:45 AM	0	121	121	19	0	19	0	0	0	14
Total Volume	0	514	514	69	0	69	0	0	0	58
% App. Total	0	100		100	0		0	0		
PHF	.000	.938	.938	.863	.000	.863	.000	.000	.000	.92
Cars	0	508	508	69	0	69	0	0	0	57
% Cars	0	98.8	98.8	100	0	100	0	0	0	99
Trucks	0	6	6	0	0	0	0	0	0	
% Trucks	0	1.2	1.2	0	0	0	0	0	0	1



Accurate Counts

978-664-2565

S Street : State Street
/N Street: Essex St reet
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 5

Groups Printed- Cars

	State St From North		Essex St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	0	131	11	0	0	0	1
11:15 AM	0	135	20	0	0	0	1
11:30 AM	0	123	19	0	0	0	1
11:45 AM	0	119	19	0	0	0	1
Total	0	508	69	0	0	0	5
12:00 PM	0	121	17	0	0	0	1
12:15 PM	0	110	13	0	0	0	1
12:30 PM	0	83	15	0	0	0	
12:45 PM	0	99	11	0	0	0	1
Total	0	413	56	0	0	0	4
01:00 PM	0	93	18	0	0	0	1
01:15 PM	0	106	14	0	0	0	1
01:30 PM	0	82	13	0	0	0	
01:45 PM	0	98	12	0	0	0	1
Total	0	379	57	0	0	0	4
Grand Total	0	1300	182	0	0	0	14
Apprch %	0	100	100	0	0	0	
Total %	0	87.7	12.3	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
/N Street: Essex St reet
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 9

Groups Printed- Trucks

	State St From North		Essex St From East		State St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Tot
11:00 AM	0	0	0	0	0	0	
11:15 AM	0	2	0	0	0	0	
11:30 AM	0	2	0	0	0	0	
11:45 AM	0	2	0	0	0	0	
Total	0	6	0	0	0	0	
12:00 PM	0	0	0	0	0	0	
12:15 PM	0	1	0	0	0	0	
12:30 PM	0	1	0	0	0	0	
12:45 PM	0	2	0	0	0	0	
Total	0	4	0	0	0	0	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	1	0	0	0	0	
01:30 PM	0	1	0	0	0	0	
01:45 PM	0	0	0	0	0	0	
Total	0	2	0	0	0	0	
Grand Total	0	12	0	0	0	0	
Apprch %	0	100	0	0	0	0	
Total %	0	100	0	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Essex St reet
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 13

Groups Printed- Bikes Peds

	State St From North			Essex St From East			State St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	0	1	0	0	0	4	0	0	3	7	1	
11:15 AM	0	0	1	0	0	6	0	0	2	9	0	
11:30 AM	0	0	0	0	0	4	1	0	0	4	1	
11:45 AM	0	0	1	0	0	3	0	0	2	6	0	
Total	0	1	2	0	0	17	1	0	7	26	2	2
12:00 PM	0	1	1	0	0	6	0	0	2	9	1	1
12:15 PM	0	1	0	0	0	9	0	0	1	10	1	1
12:30 PM	0	0	1	0	0	5	1	0	1	7	1	
12:45 PM	0	0	2	0	0	16	0	0	0	18	0	1
Total	0	2	4	0	0	36	1	0	4	44	3	4
01:00 PM	0	0	1	0	0	16	0	0	0	17	0	1
01:15 PM	0	0	0	0	0	0	0	0	1	1	0	
01:30 PM	0	0	1	0	0	9	0	0	2	12	0	1
01:45 PM	0	1	0	0	0	0	0	0	3	3	1	
Total	0	1	2	0	0	25	0	0	6	33	1	3
Grand Total	0	4	8	0	0	78	2	0	17	103	6	10
Apprch %	0	100		0	0		100	0				
Total %	0	66.7		0	0		33.3	0		94.5	5.5	

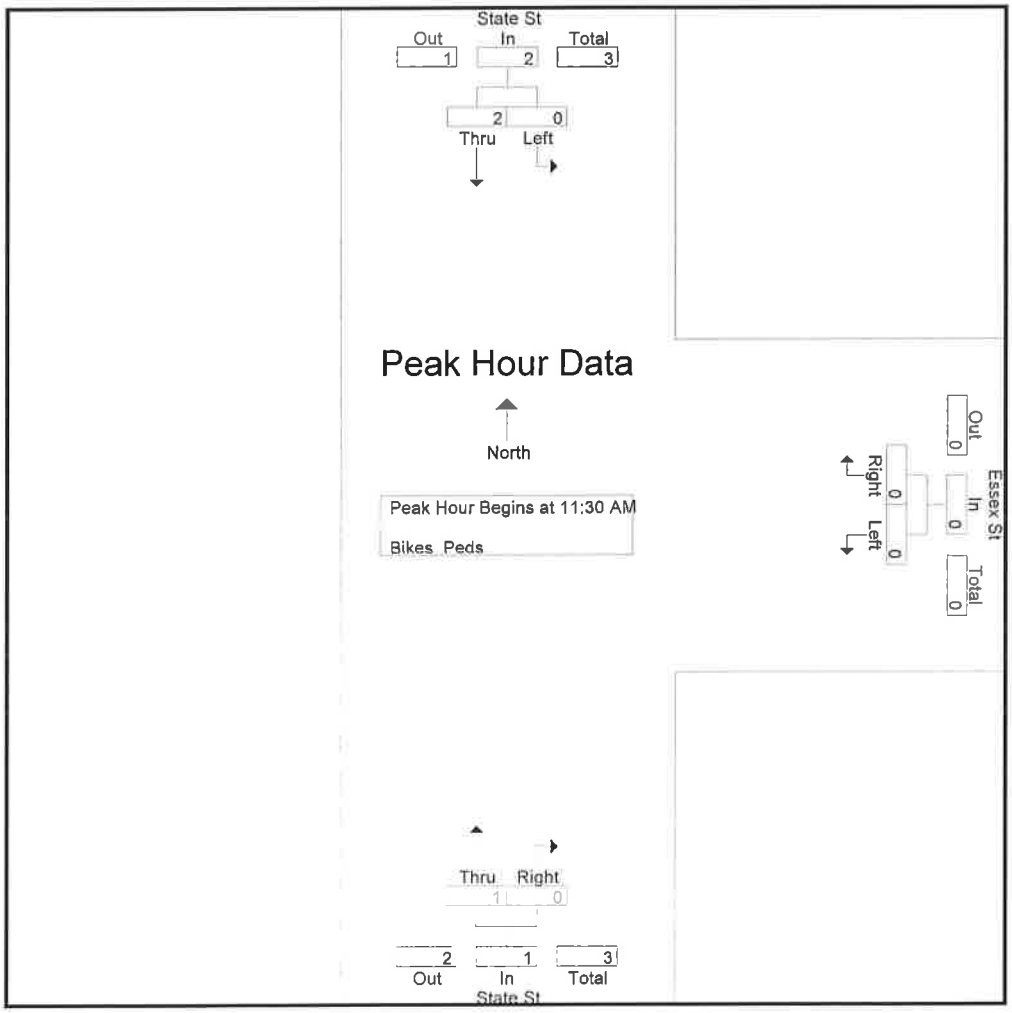
Accurate Counts

978-664-2565

S Street : State Street
W Street: Essex St reet
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 14

	State St From North			Essex St From East			State St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:30 AM										
11:30 AM	0	0	0	0	0	0	1	0	1	
11:45 AM	0	0	0	0	0	0	0	0	0	
12:00 PM	0	1	1	0	0	0	0	0	0	
12:15 PM	0	1	1	0	0	0	0	0	0	
Total Volume	0	2	2	0	0	0	1	0	1	
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250	.75



Accurate Counts

978-664-2565

S Street : Fair Street
W Street : Essex Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North		Fair St From South		Essex St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
07:00 AM	0	2	2	14	0	0	
07:15 AM	1	2	5	9	0	0	
07:30 AM	1	0	9	19	0	0	
07:45 AM	1	3	7	25	0	0	
Total	3	7	23	67	0	0	1(
08:00 AM	3	0	8	23	0	1	
08:15 AM	1	2	7	23	0	0	
08:30 AM	0	3	9	24	0	0	
08:45 AM	0	2	3	33	0	0	
Total	4	7	27	103	0	1	1
Grand Total	7	14	50	170	0	1	2
Apprch %	33.3	66.7	22.7	77.3	0	100	
Total %	2.9	5.8	20.7	70.2	0	0.4	
Cars	6	14	50	170	0	1	2
% Cars	85.7	100	100	100	0	100	99
Trucks	1	0	0	0	0	0	
% Trucks	14.3	0	0	0	0	0	0

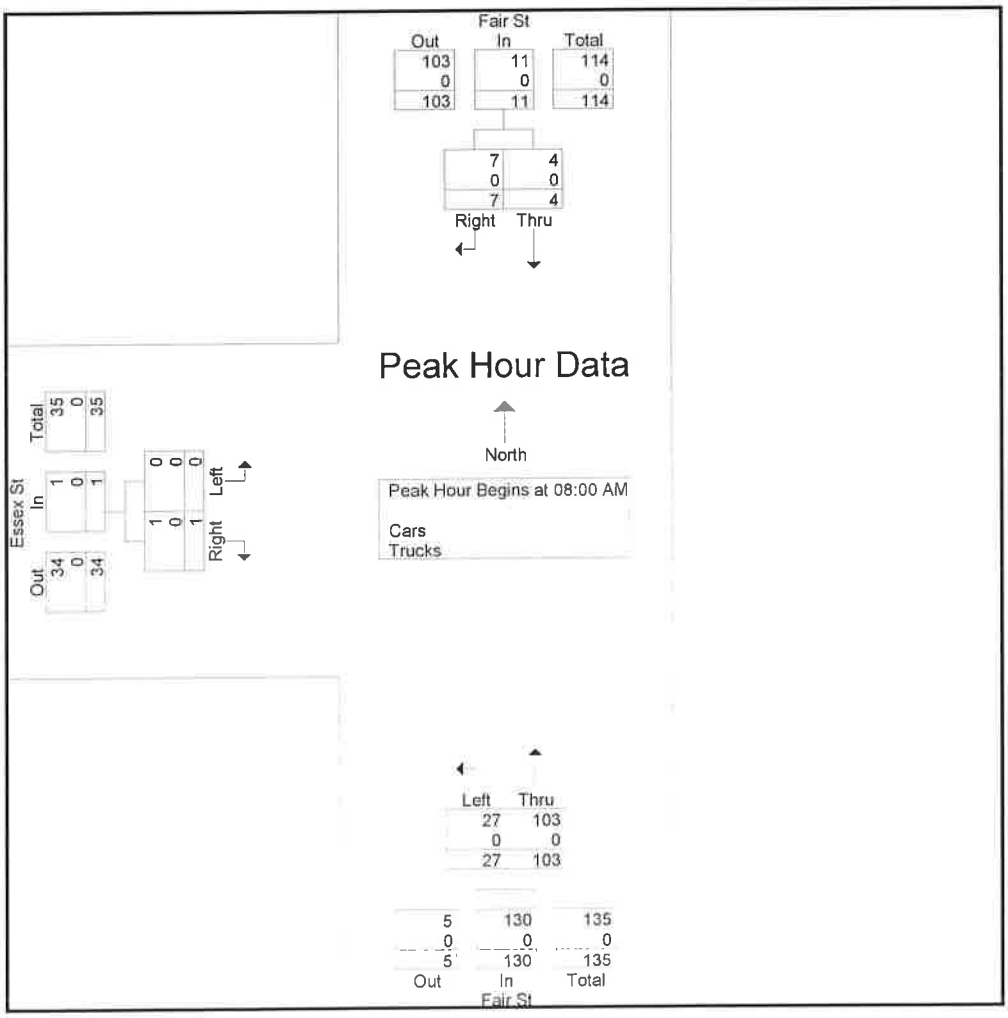
Accurate Counts

978-664-2565

S Street : Fair Street
N Street : Essex Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 2

	Fair St From North			Fair St From South			Essex St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**3**	0	**3**	8	23	31	0	**1**	**1**	
08:15 AM	1	2	3	7	23	30	0	0	0	
08:30 AM	0	**3**	3	**9**	24	33	0	0	0	
08:45 AM	0	2	2	3	**33**	**36**	0	0	0	
Total Volume	4	7	11	27	103	130	0	1	1	14
% App. Total	36.4	63.6		20.8	79.2		0	100		
PHF	.333	.583	.917	.750	.780	.903	.000	.250	.250	.93
Cars	4	7	11	27	103	130	0	1	1	14
% Cars	100	100	100	100	100	100	0	100	100	10
Trucks	0	0	0	0	0	0	0	0	0	
% Trucks	0	0	0	0	0	0	0	0	0	



Accurate Counts

978-664-2565

S Street : Fair Street
/W Street : Essex Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Fair St From North		Fair St From South		Essex St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
07:00 AM	0	2	2	14	0	0	
07:15 AM	1	2	5	9	0	0	
07:30 AM	1	0	9	19	0	0	
07:45 AM	0	3	7	25	0	0	
Total	2	7	23	67	0	0	
08:00 AM	3	0	8	23	0	1	
08:15 AM	1	2	7	23	0	0	
08:30 AM	0	3	9	24	0	0	
08:45 AM	0	2	3	33	0	0	
Total	4	7	27	103	0	1	
Grand Total	6	14	50	170	0	1	
Apprch %	30	70	22.7	77.3	0	100	
Total %	2.5	5.8	20.7	70.5	0	0.4	

Accurate Counts

978-664-2565

S Street : Fair Street
/N Street : Essex Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Fair St From North		Fair St From South		Essex St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
07:00 AM	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	
07:45 AM	1	0	0	0	0	0	
Total	1	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	
08:15 AM	0	0	0	0	0	0	
08:30 AM	0	0	0	0	0	0	
08:45 AM	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
Grand Total	1	0	0	0	0	0	
Apprch %	100	0	0	0	0	0	
Total %	100	0	0	0	0	0	

Accurate Counts

978-664-2565

S Street : Fair Street
W Street : Essex Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Fair St From North			Fair St From South			Essex St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	1	0	0	0	0	1	0	0	3	4	1	
07:15 AM	0	0	2	0	0	0	0	0	7	9	0	
07:30 AM	1	0	0	0	1	3	0	0	3	6	2	
07:45 AM	0	0	0	0	1	1	0	0	0	1	1	
Total	2	0	2	0	2	5	0	0	13	20	4	2
08:00 AM	0	0	0	1	2	0	0	0	0	0	3	
08:15 AM	0	0	1	0	0	0	0	0	4	5	0	
08:30 AM	0	0	0	0	1	3	0	0	3	6	1	
08:45 AM	0	0	1	0	1	1	0	0	1	3	1	
Total	0	0	2	1	4	4	0	0	8	14	5	1
Grand Total	2	0	4	1	6	9	0	0	21	34	9	4
Apprch %	100	0		14.3	85.7		0	0				
Total %	22.2	0		11.1	66.7		0	0		79.1	20.9	

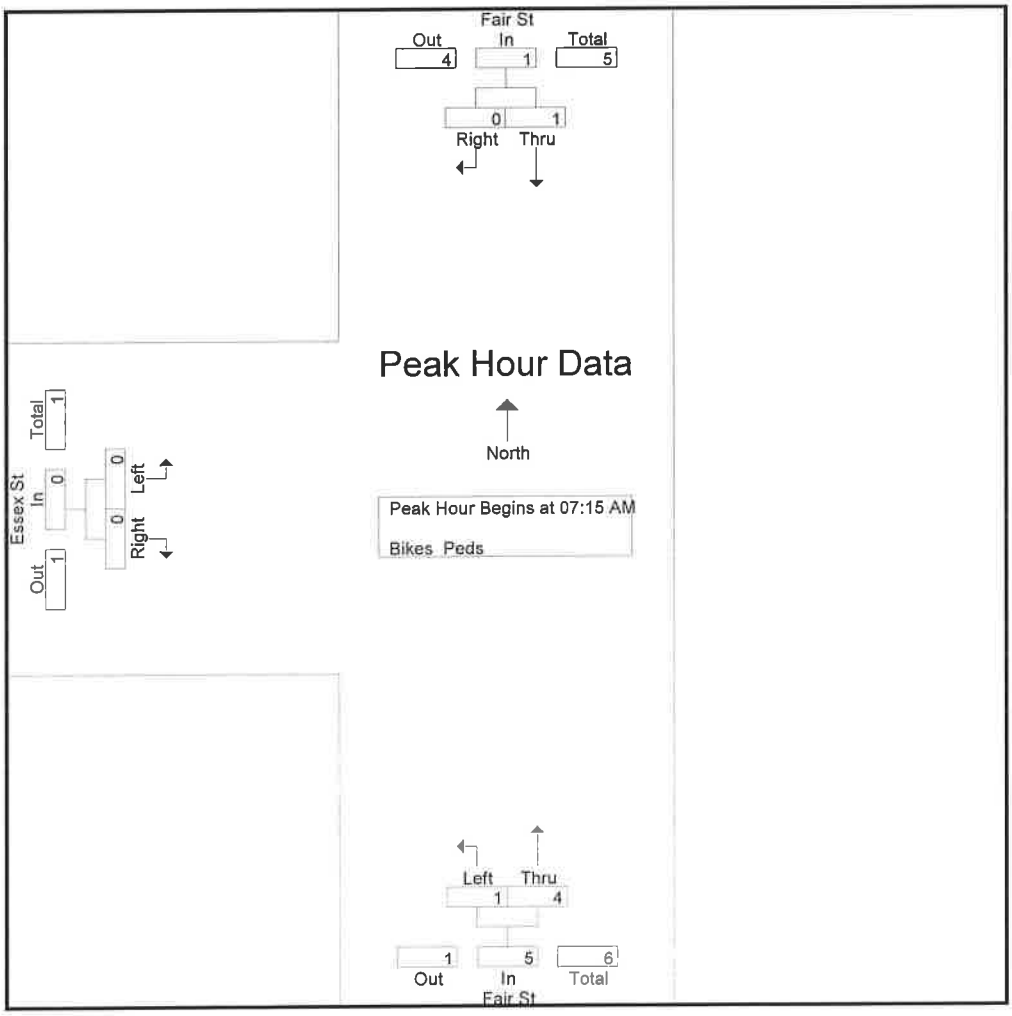
Accurate Counts

978-664-2565

S Street : Fair Street
N Street : Essex Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 11

	Fair St From North			Fair St From South			Essex St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	
07:30 AM	1	0	1	0	1	1	0	0	0	
07:45 AM	0	0	0	0	1	1	0	0	0	
08:00 AM	0	0	0	1	2	3	0	0	0	
Total Volume	1	0	1	1	4	5	0	0	0	
% App. Total	100	0		20	80		0	0		
PHF	.250	.000	.250	.250	.500	.417	.000	.000	.000	.50



Accurate Counts

978-664-2565

S Street : Fair Street
/W Street : Essex Street
:y/State : Newburyport, MA
:eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North		Fair St From South		Essex St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
04:00 PM	2	1	9	20	0	0	
04:15 PM	3	3	3	17	0	0	
04:30 PM	8	4	13	34	0	0	
04:45 PM	4	3	7	25	0	0	
Total	17	11	32	96	0	0	15
05:00 PM	6	3	12	26	0	0	
05:15 PM	6	3	4	29	0	0	
05:30 PM	6	2	10	39	0	1	
05:45 PM	11	6	12	33	0	0	
Total	29	14	38	127	0	1	20
Grand Total	46	25	70	223	0	1	36
Apprch %	64.8	35.2	23.9	76.1	0	100	
Total %	12.6	6.8	19.2	61.1	0	0.3	
Cars	46	25	70	223	0	1	36
% Cars	100	100	100	100	0	100	10
Trucks	0	0	0	0	0	0	
% Trucks	0	0	0	0	0	0	

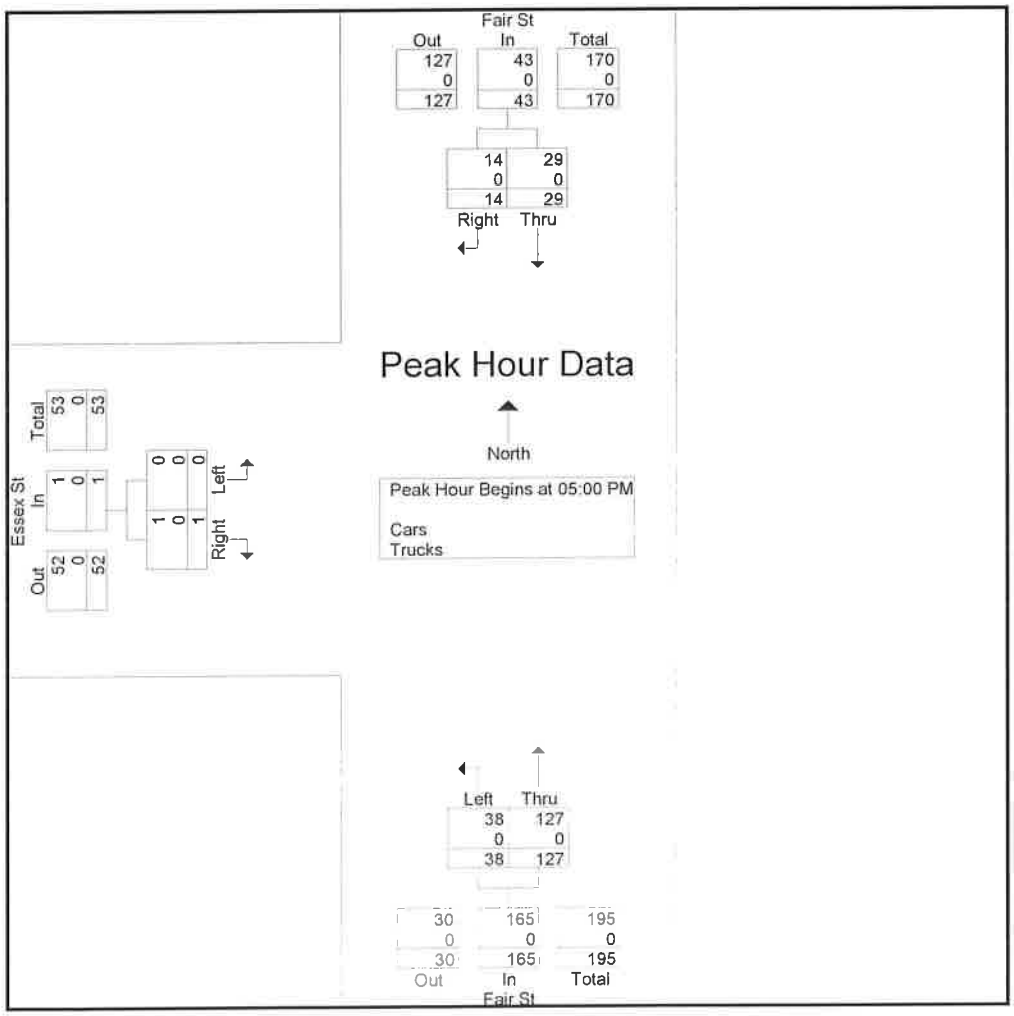
Accurate Counts

978-664-2565

S Street : Fair Street
W Street : Essex Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 2

	Fair St From North			Fair St From South			Essex St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	6	3	9	**12**	26	38	0	0	0	4
05:15 PM	6	3	9	4	29	33	0	0	0	4
05:30 PM	6	2	8	10	**39**	**49**	0	**1**	**1**	5
05:45 PM	**11**	**6**	**17**	12	33	45	0	0	0	6
Total Volume	29	14	43	38	127	165	0	1	1	20
% App. Total	67.4	32.6		23	77		0	100		
PHF	.659	.583	.632	.792	.814	.842	.000	.250	.250	.84
Cars	29	14	43	38	127	165	0	1	1	20
% Cars	100	100	100	100	100	100	0	100	100	10
Trucks	0	0	0	0	0	0	0	0	0	
% Trucks	0	0	0	0	0	0	0	0	0	



Accurate Counts

978-664-2565

S Street : Fair Street
/N Street : Essex Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Fair St From North		Fair St From South		Essex St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
04:00 PM	2	1	9	20	0	0	
04:15 PM	3	3	3	17	0	0	
04:30 PM	8	4	13	34	0	0	
04:45 PM	4	3	7	25	0	0	
Total	17	11	32	96	0	0	1
05:00 PM	6	3	12	26	0	0	
05:15 PM	6	3	4	29	0	0	
05:30 PM	6	2	10	39	0	1	
05:45 PM	11	6	12	33	0	0	
Total	29	14	38	127	0	1	2
Grand Total	46	25	70	223	0	1	3
Apprch %	64.8	35.2	23.9	76.1	0	100	
Total %	12.6	6.8	19.2	61.1	0	0.3	

Accurate Counts

978-664-2565

S Street : Fair Street
N Street : Essex Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Fair St From North		Fair St From South		Essex St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
04:00 PM	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
05:00 PM	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	
05:30 PM	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Apprch %	0	0	0	0	0	0	
Total %							

Accurate Counts

978-664-2565

S Street : Fair Street
W Street : Essex Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Fair St From North			Fair St From South			Essex St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	1	0	1	0	1	1	0	0	4	6	2	
04:15 PM	0	1	0	0	0	0	0	0	2	2	1	
04:30 PM	0	0	0	0	0	4	0	0	5	9	0	
04:45 PM	0	0	0	0	2	0	0	0	5	5	2	
Total	1	1	1	0	3	5	0	0	16	22	5	2
05:00 PM	0	0	5	0	1	4	0	0	12	21	1	2
05:15 PM	0	0	0	0	0	2	0	0	9	11	0	1
05:30 PM	1	0	5	0	1	23	0	0	17	45	2	4
05:45 PM	2	0	25	0	5	9	0	0	14	48	7	5
Total	3	0	35	0	7	38	0	0	52	125	10	13
Grand Total	4	1	36	0	10	43	0	0	68	147	15	16
Apprch %	80	20		0	100		0	0				
Total %	26.7	6.7		0	66.7		0	0		90.7	9.3	

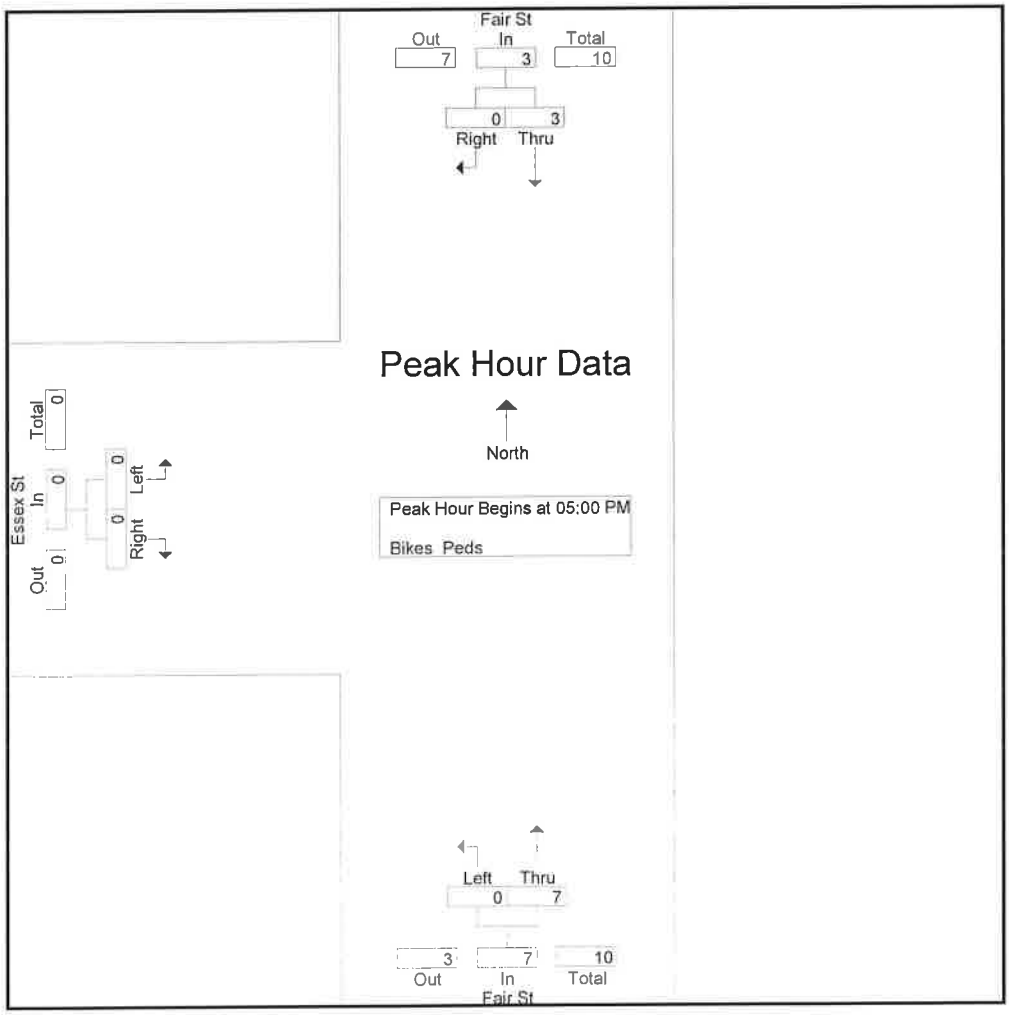
Accurate Counts

978-664-2565

S Street : Fair Street
N Street : Essex Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 77920
Start Date : 8/2/20
Page No : 11

	Fair St From North			Fair St From South			Essex St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	1	1	0	0	0	
05:15 PM	0	0	0	0	0	0	0	0	0	
05:30 PM	1	0	1	0	1	1	0	0	0	
05:45 PM	**2**	0	**2**	0	**5**	**5**	0	0	0	
Total Volume	3	0	3	0	7	7	0	0	0	1
% App. Total	100	0		0	100		0	0		
PHF	.375	.000	.375	.000	.350	.350	.000	.000	.000	.35



Accurate Counts

978-664-2565

S Street : Fair Street
/N Street : Essex Street
:y/State : Newburyport, MA
:eather : Cloudy

File Name : 79920
Site Code : 77920
Start Date : 8/4/20
Page No : 1

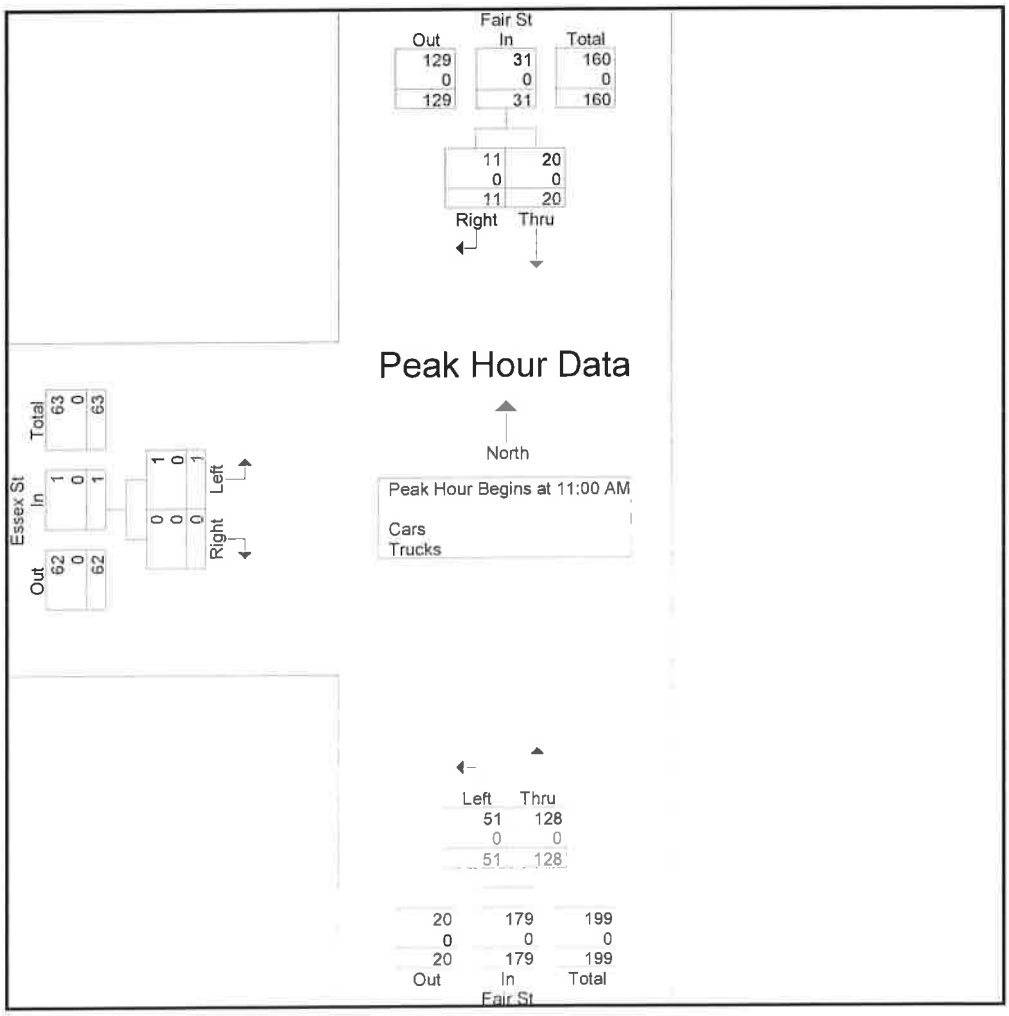
Groups Printed- Cars - Trucks

	Fair St From North		Fair St From South		Essex St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
11:00 AM	8	2	9	37	0	0	
11:15 AM	5	3	15	27	0	0	
11:30 AM	5	1	13	26	1	0	
11:45 AM	2	5	14	38	0	0	
Total	20	11	51	128	1	0	2
12:00 PM	2	1	20	27	0	0	
12:15 PM	4	2	14	26	0	0	
12:30 PM	4	5	7	29	0	0	
12:45 PM	4	3	11	23	0	0	
Total	14	11	52	105	0	0	18
01:00 PM	5	3	13	22	0	0	
01:15 PM	1	2	7	27	0	0	
01:30 PM	3	2	10	19	0	3	
01:45 PM	3	4	10	20	0	0	
Total	12	11	40	88	0	3	15
Grand Total	46	33	143	321	1	3	5
Apprch %	58.2	41.8	30.8	69.2	25	75	
Total %	8.4	6	26.1	58.7	0.2	0.5	
Cars	46	33	143	321	1	3	5
% Cars	100	100	100	100	100	100	1
Trucks	0	0	0	0	0	0	
% Trucks	0	0	0	0	0	0	

S Street : Fair Street
W Street : Essex Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 77920
Start Date : 8/4/20
Page No : 2

	Fair St From North			Fair St From South			Essex St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	**8**	2	**10**	9	37	46	0	0	0	
11:15 AM	5	3	8	**15**	27	42	0	0	0	
11:30 AM	5	1	6	13	26	39	**1**	0	**1**	
11:45 AM	2	**5**	7	14	**38**	**52**	0	0	0	
Total Volume	20	11	31	51	128	179	1	0	1	21
% App. Total	64.5	35.5		28.5	71.5		100	0		
PHF	.625	.550	.775	.850	.842	.861	.250	.000	.250	.8
Cars	20	11	31	51	128	179	1	0	1	21
% Cars	100	100	100	100	100	100	100	0	100	1C
Trucks	0	0	0	0	0	0	0	0	0	
% Trucks	0	0	0	0	0	0	0	0	0	



Accurate Counts

978-664-2565

S Street : Fair Street
W Street : Essex Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 77920
Start Date : 8/4/20
Page No : 4

Groups Printed- Cars

	Fair St From North		Fair St From South		Essex St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
11:00 AM	8	2	9	37	0	0	
11:15 AM	5	3	15	27	0	0	
11:30 AM	5	1	13	26	1	0	
11:45 AM	2	5	14	38	0	0	
Total	20	11	51	128	1	0	2
12:00 PM	2	1	20	27	0	0	
12:15 PM	4	2	14	26	0	0	
12:30 PM	4	5	7	29	0	0	
12:45 PM	4	3	11	23	0	0	
Total	14	11	52	105	0	0	1
01:00 PM	5	3	13	22	0	0	
01:15 PM	1	2	7	27	0	0	
01:30 PM	3	2	10	19	0	3	
01:45 PM	3	4	10	20	0	0	
Total	12	11	40	88	0	3	1
Grand Total	46	33	143	321	1	3	5
Apprch %	58.2	41.8	30.8	69.2	25	75	
Total %	8.4	6	26.1	58.7	0.2	0.5	

Accurate Counts

978-664-2565

S Street : Fair Street
/N Street : Essex Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 77920
Start Date : 8/4/20
Page No : 7

Groups Printed- Trucks

	Fair St From North		Fair St From South		Essex St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
11:00 AM	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	0	0	0	0	0	
01:30 PM	0	0	0	0	0	0	
01:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Apprch %	0	0	0	0	0	0	
Total %							

Accurate Counts

978-664-2565

S Street : Fair Street
W Street : Essex Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 77920
Start Date : 8/4/20
Page No : 10

Groups Printed- Bikes Peds

	Fair St From North			Fair St From South			Essex St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	0	0	1	0	0	0	0	0	0	1	0	
11:15 AM	0	0	2	0	0	2	0	0	0	4	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	3	0	0	0	3	0	
Total	0	0	3	0	0	5	0	0	0	8	0	
12:00 PM	0	0	0	0	0	0	0	0	2	2	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	4	0	0	0	0	0	1	5	0	
12:45 PM	0	0	0	0	0	0	0	0	1	1	0	
Total	0	0	4	0	0	0	0	0	4	8	0	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM	0	0	0	0	0	0	0	0	2	2	0	
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	2	2	0	
Grand Total	0	0	7	0	0	5	0	0	6	18	0	1
Apprch %	0	0		0	0		0	0				
Total %										100	0	

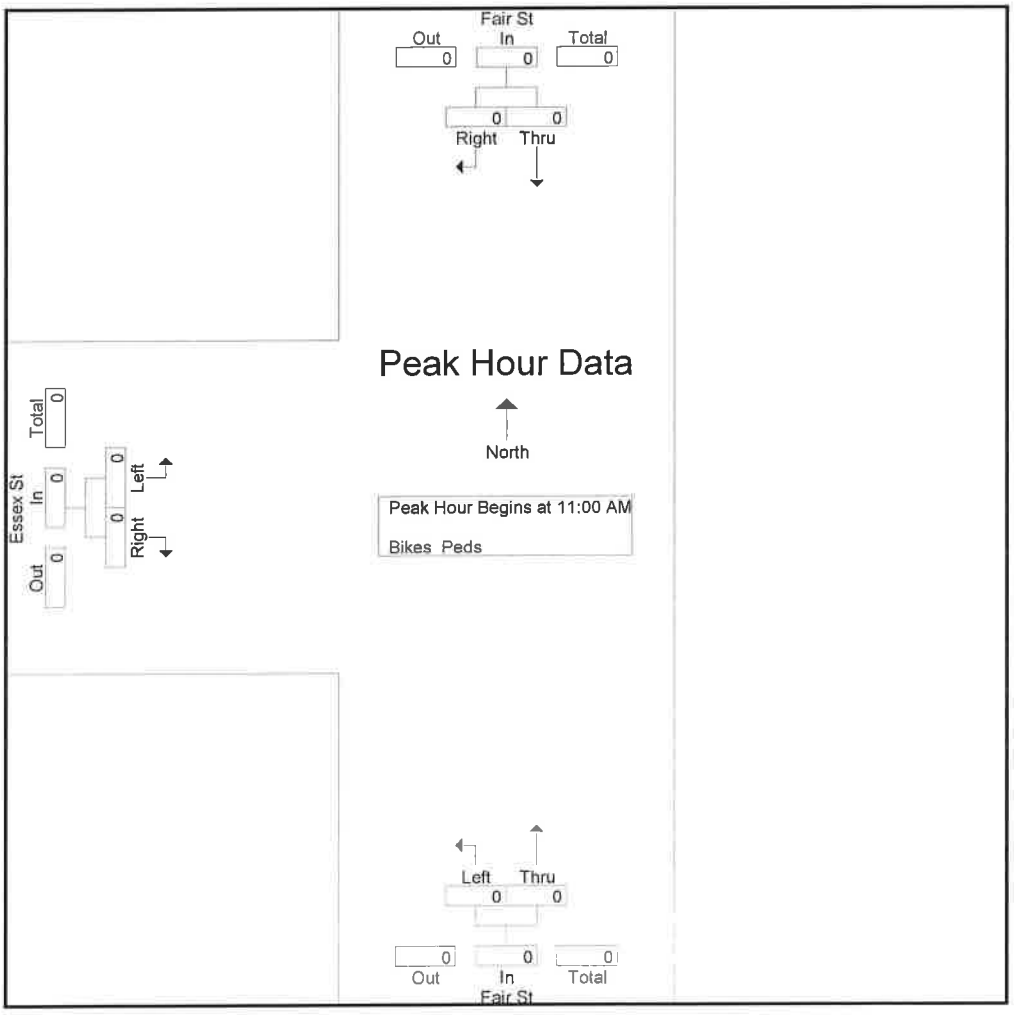
Accurate Counts

978-664-2565

S Street : Fair Street
W Street : Essex Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 77920
Start Date : 8/4/20
Page No : 11

	Fair St From North			Fair St From South			Essex St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.00



Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Green St From North			Pleasant St From East			Green St From South			Pleasant St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	7	9	7	20	0	0	0	0	43
07:15 AM	0	0	0	0	6	11	4	24	0	0	0	0	45
07:30 AM	0	0	0	0	7	12	4	24	0	0	0	0	47
07:45 AM	0	0	0	0	12	9	7	39	0	0	0	0	67
Total	0	0	0	0	32	41	22	107	0	0	0	0	202
08:00 AM	0	0	0	0	11	10	14	47	0	0	0	0	82
08:15 AM	0	0	0	0	11	13	15	50	0	0	0	0	89
08:30 AM	0	0	0	0	12	19	13	37	0	0	0	0	81
08:45 AM	0	0	0	0	19	13	12	53	0	0	0	0	97
Total	0	0	0	0	53	55	54	187	0	0	0	0	349
Grand Total	0	0	0	0	85	96	76	294	0	0	0	0	551
Apprch %	0	0	0	0	47	53	20.5	79.5	0	0	0	0	
Total %	0	0	0	0	15.4	17.4	13.8	53.4	0	0	0	0	
Cars	0	0	0	0	84	95	76	289	0	0	0	0	544
% Cars	0	0	0	0	98.8	99	100	98.3	0	0	0	0	98.7
Trucks	0	0	0	0	1	1	0	5	0	0	0	0	7
% Trucks	0	0	0	0	1.2	1	0	1.7	0	0	0	0	1.3

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 2

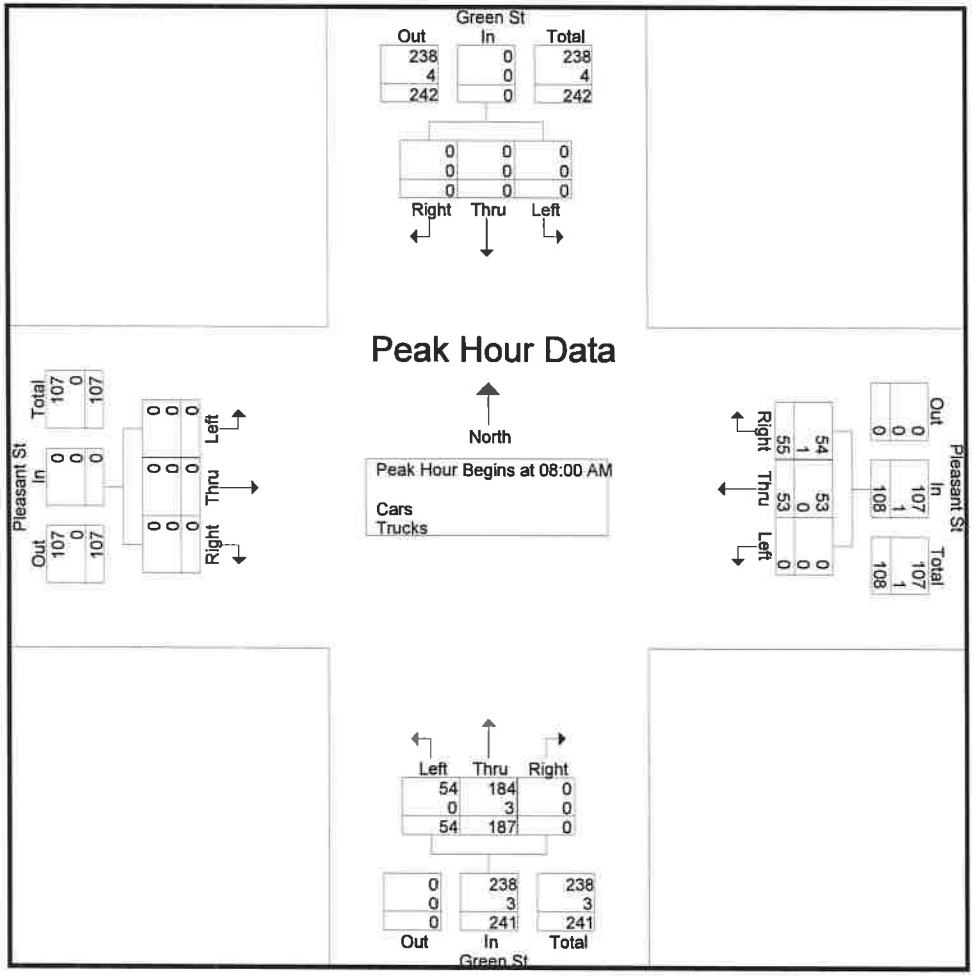
	Green St From North				Pleasant St From East				Green St From South				Pleasant St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	11	10	21	14	47	0	61	0	0	0	0	82
08:15 AM	0	0	0	0	0	11	13	24	**15**	50	0	**65**	0	0	0	0	89
08:30 AM	0	0	0	0	0	12	**19**	31	13	37	0	50	0	0	0	0	81
08:45 AM	0	0	0	0	0	**19**	13	**32**	12	**53**	0	65	0	0	0	0	**97**
Total Volume	0	0	0	0	0	53	55	108	54	187	0	241	0	0	0	0	349
% App. Total	0	0	0		0	49.1	50.9		22.4	77.6	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.697	.724	.844	.900	.882	.000	.927	.000	.000	.000	.000	.899
Cars	0	0	0	0	0	53	54	107	54	184	0	238	0	0	0	0	345
% Cars	0	0	0	0	0	100	98.2	99.1	100	98.4	0	98.8	0	0	0	0	98.9
Trucks	0	0	0	0	0	0	1	1	0	3	0	3	0	0	0	0	4
% Trucks	0	0	0	0	0	0	1.8	0.9	0	1.6	0	1.2	0	0	0	0	1.1

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	11	10	21	14	47	0	61	0	0	0	0
+15 mins.	0	0	0	0	0	11	13	24	**15**	50	0	**65**	0	0	0	0
+30 mins.	0	0	0	0	0	12	**19**	31	13	37	0	50	0	0	0	0
+45 mins.	0	0	0	0	0	**19**	13	**32**	12	**53**	0	65	0	0	0	0
Total Volume	0	0	0	0	0	53	55	108	54	187	0	241	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018

Groups Printed- Cars

	Green St From North			Pleasant St From East			Green St From South			Pleasant St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	7	9	7	20	0	0	0	0	43
07:15 AM	0	0	0	0	5	11	4	23	0	0	0	0	43
07:30 AM	0	0	0	0	7	12	4	23	0	0	0	0	46
07:45 AM	0	0	0	0	12	9	7	39	0	0	0	0	67
Total	0	0	0	0	31	41	22	105	0	0	0	0	199
08:00 AM	0	0	0	0	11	10	14	45	0	0	0	0	80
08:15 AM	0	0	0	0	11	12	15	50	0	0	0	0	88
08:30 AM	0	0	0	0	12	19	13	36	0	0	0	0	80
08:45 AM	0	0	0	0	19	13	12	53	0	0	0	0	97
Total	0	0	0	0	53	54	54	184	0	0	0	0	345
Grand Total	0	0	0	0	84	95	76	289	0	0	0	0	544
Apprch %	0	0	0	0	46.9	53.1	20.8	79.2	0	0	0	0	
Total %	0	0	0	0	15.4	17.5	14	53.1	0	0	0	0	

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018

Groups Printed- Trucks

	Green St From North			Pleasant St From East			Green St From South			Pleasant St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	3	0	0	0	0	4
Grand Total	0	0	0	0	1	1	0	5	0	0	0	0	7
Apprch %	0	0	0	0	50	50	0	100	0	0	0	0	
Total %	0	0	0	0	14.3	14.3	0	71.4	0	0	0	0	

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018

Groups Printed- Bikes Peds

	Green St From North				Pleasant St From East				Green St From South				Pleasant St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	3	0	0	0	0	0	0	0	4	1	0	0	1	8	1	9
07:15 AM	0	0	0	2	0	0	0	2	0	0	0	5	0	0	0	0	9	0	9
07:30 AM	0	0	0	0	0	0	1	2	0	0	2	4	0	0	0	0	6	3	9
07:45 AM	0	0	0	2	0	0	0	2	0	1	0	7	0	0	0	1	12	1	13
Total	0	0	0	7	0	0	1	6	0	1	2	20	1	0	0	2	35	5	40
08:00 AM	0	0	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6	2	8
08:15 AM	0	0	0	6	0	0	0	3	0	1	0	5	0	1	0	1	15	2	17
08:30 AM	0	0	0	3	0	0	0	0	0	3	0	20	0	0	0	4	27	3	30
08:45 AM	0	0	0	9	0	1	0	3	0	3	0	6	0	0	0	1	19	4	23
Total	0	0	0	22	0	3	0	8	0	7	0	31	0	1	0	6	67	11	78
Grand Total	0	0	0	29	0	3	1	14	0	8	2	51	1	1	0	8	102	16	118
Apprch %	0	0	0		0	75	25		0	80	20		50	50	0				
Total %	0	0	0		0	18.8	6.2		0	50	12.5		6.2	6.2	0		86.4	13.6	

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 14

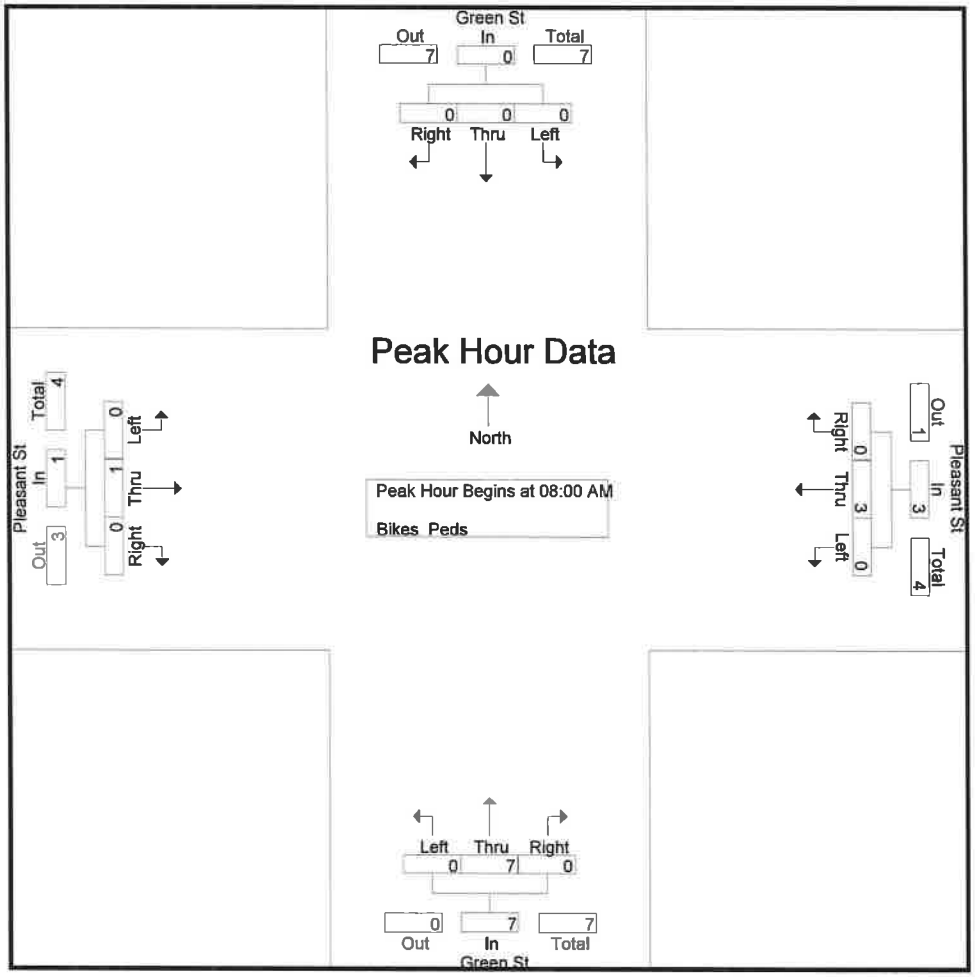
	Green St From North				Pleasant St From East				Green St From South				Pleasant St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**	2
08:30 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	0	1	0	3	0	3	0	0	0	0	**4**
Total Volume	0	0	0	0	0	3	0	3	0	7	0	7	0	1	0	1	11
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.583	.000	.583	.000	.250	.000	.250	.688

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	**1**	1	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	3	0	3	0	0	0	0
Total Volume	0	0	0	0	0	2	1	3	0	7	0	7	1	0	0	1

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Green St From North			Pleasant St From East			Green St From South			Pleasant St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	27	11	11	46	0	0	0	0	95
04:15 PM	0	0	0	0	21	18	19	39	0	0	0	0	97
04:30 PM	0	0	0	0	19	15	12	40	0	0	0	0	86
04:45 PM	0	0	0	0	18	17	17	41	0	0	0	0	93
Total	0	0	0	0	85	61	59	166	0	0	0	0	371
05:00 PM	0	0	0	0	21	14	17	49	0	0	0	0	101
05:15 PM	0	0	0	0	17	9	16	50	0	0	0	0	92
05:30 PM	0	0	0	0	20	12	13	54	0	0	0	0	99
05:45 PM	0	0	0	0	15	17	26	54	0	0	0	0	112
Total	0	0	0	0	73	52	72	207	0	0	0	0	404
Grand Total	0	0	0	0	158	113	131	373	0	0	0	0	775
Apprch %	0	0	0	0	58.3	41.7	26	74	0	0	0	0	
Total %	0	0	0	0	20.4	14.6	16.9	48.1	0	0	0	0	
Cars	0	0	0	0	158	113	131	370	0	0	0	0	772
% Cars	0	0	0	0	100	100	100	99.2	0	0	0	0	99.6
Trucks	0	0	0	0	0	0	0	3	0	0	0	0	3
% Trucks	0	0	0	0	0	0	0	0.8	0	0	0	0	0.4

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 2

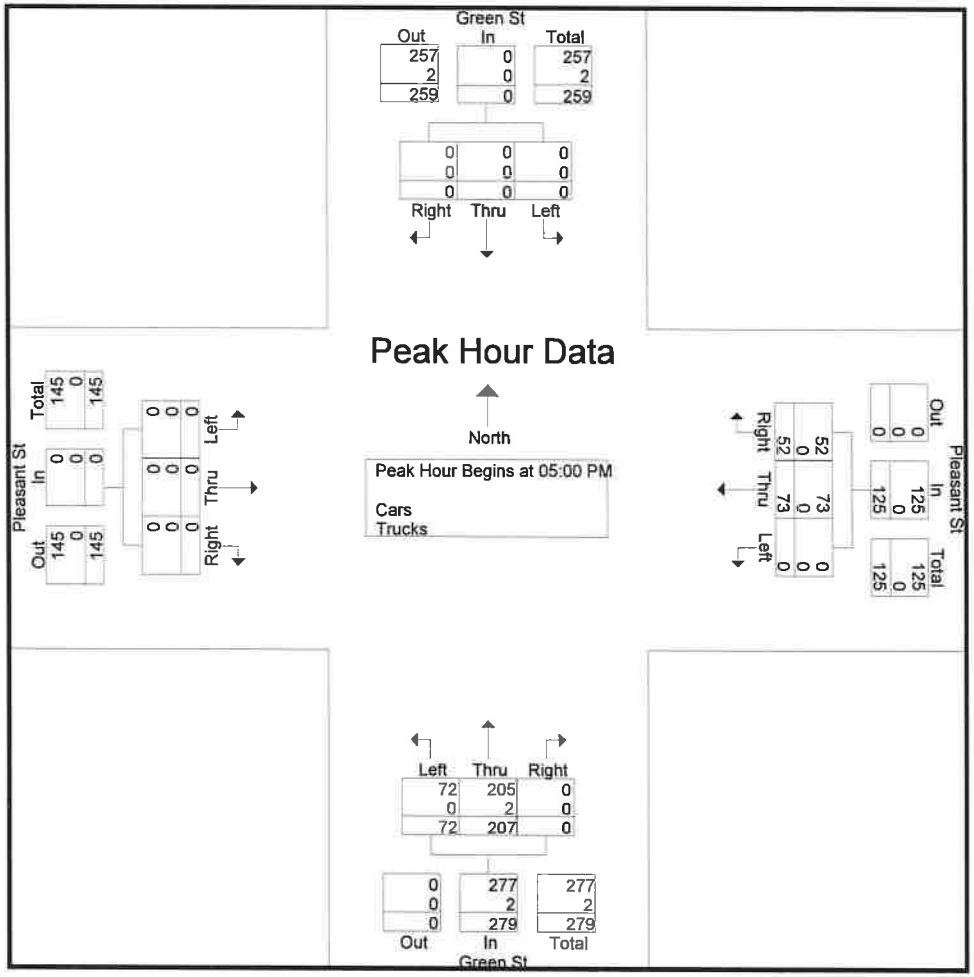
	Green St From North				Pleasant St From East				Green St From South				Pleasant St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**21**	14	**35**	17	49	0	66	0	0	0	0	101
05:15 PM	0	0	0	0	0	17	9	26	16	50	0	66	0	0	0	0	92
05:30 PM	0	0	0	0	0	20	12	32	13	**54**	0	67	0	0	0	0	99
05:45 PM	0	0	0	0	0	15	**17**	32	**26**	54	0	**80**	0	0	0	0	**112**
Total Volume	0	0	0	0	0	73	52	125	72	207	0	279	0	0	0	0	404
% App. Total	0	0	0		0	58.4	41.6		25.8	74.2	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.869	.765	.893	.692	.958	.000	.872	.000	.000	.000	.000	.902
Cars	0	0	0	0	0	73	52	125	72	205	0	277	0	0	0	0	402
% Cars	0	0	0	0	0	100	100	100	100	99.0	0	99.3	0	0	0	0	99.5
Trucks	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	1.0	0	0.7	0	0	0	0	0.5

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**27**	11	38	17	49	0	66	0	0	0	0
+15 mins.	0	0	0	0	0	21	**18**	**39**	16	50	0	66	0	0	0	0
+30 mins.	0	0	0	0	0	19	15	34	13	**54**	0	67	0	0	0	0
+45 mins.	0	0	0	0	0	18	17	35	**26**	54	0	**80**	0	0	0	0
Total Volume	0	0	0	0	0	85	61	146	72	207	0	279	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018

Groups Printed- Cars

	Green St From North			Pleasant St From East			Green St From South			Pleasant St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	27	11	11	45	0	0	0	0	94
04:15 PM	0	0	0	0	21	18	19	39	0	0	0	0	97
04:30 PM	0	0	0	0	19	15	12	40	0	0	0	0	86
04:45 PM	0	0	0	0	18	17	17	41	0	0	0	0	93
Total	0	0	0	0	85	61	59	165	0	0	0	0	370
05:00 PM	0	0	0	0	21	14	17	49	0	0	0	0	101
05:15 PM	0	0	0	0	17	9	16	48	0	0	0	0	90
05:30 PM	0	0	0	0	20	12	13	54	0	0	0	0	99
05:45 PM	0	0	0	0	15	17	26	54	0	0	0	0	112
Total	0	0	0	0	73	52	72	205	0	0	0	0	402
Grand Total	0	0	0	0	158	113	131	370	0	0	0	0	772
Apprch %	0	0	0	0	58.3	41.7	26.1	73.9	0	0	0	0	
Total %	0	0	0	0	20.5	14.6	17	47.9	0	0	0	0	

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018

Groups Printed- Trucks

	Green St From North			Pleasant St From East			Green St From South			Pleasant St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	3	0	0	0	0	3
Apprch %	0	0	0	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	0	0	0	100	0	0	0	0	

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018

Groups Printed- Bikes Peds

	Green St From North				Pleasant St From East				Green St From South				Pleasant St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	5	0	1	0	2	0	0	6	20	0	0	0	9	36	7	43
04:15 PM	0	0	0	2	0	2	0	5	0	1	0	13	0	1	1	6	26	5	31
04:30 PM	0	0	0	10	0	2	0	5	0	0	2	26	0	0	0	4	45	4	49
04:45 PM	0	0	0	6	0	2	0	5	0	0	0	12	0	0	0	6	29	2	31
Total	0	0	0	23	0	7	0	17	0	1	8	71	0	1	1	25	136	18	154
05:00 PM	0	0	0	5	0	2	1	5	0	0	1	22	0	0	0	2	34	4	38
05:15 PM	0	1	0	24	0	0	0	2	0	0	0	36	0	0	0	19	81	1	82
05:30 PM	0	1	0	9	0	4	0	4	0	2	0	28	0	0	1	9	50	8	58
05:45 PM	0	0	0	10	3	1	1	0	0	1	0	22	0	1	0	6	38	7	45
Total	0	2	0	48	3	7	2	11	0	3	1	108	0	1	1	36	203	20	223
Grand Total	0	2	0	71	3	14	2	28	0	4	9	179	0	2	2	61	339	38	377
Apprch %	0	100	0		15.8	73.7	10.5		0	30.8	69.2		0	50	50				
Total %	0	5.3	0		7.9	36.8	5.3		0	10.5	23.7		0	5.3	5.3		89.9	10.1	

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 14

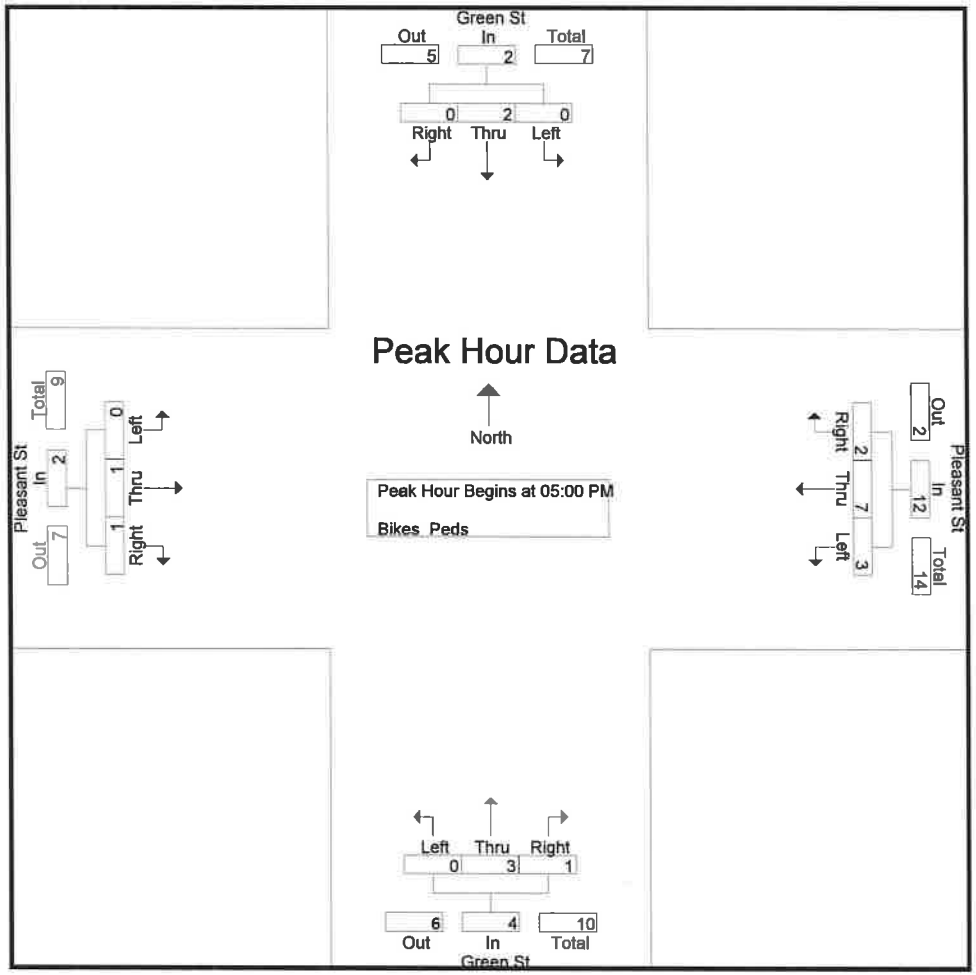
	Green St From North				Pleasant St From East				Green St From South				Pleasant St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	1	3	0	0	1	1	0	0	0	0	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	4	0	4	0	2	0	2	0	0	1	1	8
05:45 PM	0	0	0	0	3	1	1	5	0	1	0	1	0	1	0	1	7
Total Volume	0	2	0	2	3	7	2	12	0	3	1	4	0	1	1	2	20
% App. Total	0	100	0		25	58.3	16.7		0	75	25		0	50	50		
PHF	.000	.500	.000	.500	.250	.438	.500	.600	.000	.375	.250	.500	.000	.250	.250	.500	.625

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 79920004R
Site Code : 79920004
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	2	1	3	0	0	6	6	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2
+30 mins.	0	1	0	1	0	4	0	4	0	0	2	2	0	0	0	0
+45 mins.	0	1	0	1	3	1	1	5	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	3	7	2	12	0	1	8	9	0	1	1	2

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 799200S4R
Site Code : 79920004
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Green St From North			Pleasant St From East			Green St From South			Pleasant St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	27	19	10	48	0	0	0	0	104
11:15 AM	0	0	0	0	33	23	18	48	0	0	0	0	122
11:30 AM	0	0	0	0	25	25	15	36	0	0	0	0	101
11:45 AM	0	0	0	0	22	13	12	73	0	0	0	0	120
Total	0	0	0	0	107	80	55	205	0	0	0	0	447
12:00 PM	0	0	0	0	22	22	6	47	0	0	0	0	97
12:15 PM	0	0	0	0	17	19	3	39	0	0	0	0	78
12:30 PM	0	0	0	0	20	11	2	34	0	0	0	0	67
12:45 PM	0	0	0	0	18	16	5	42	0	0	0	0	81
Total	0	0	0	0	77	68	16	162	0	0	0	0	323
01:00 PM	0	0	0	0	22	11	14	39	0	0	0	0	86
01:15 PM	0	0	0	0	14	15	5	28	0	0	0	0	62
01:30 PM	0	0	0	0	20	16	5	32	1	0	0	0	74
01:45 PM	0	0	0	0	18	10	7	51	0	0	0	0	86
Total	0	0	0	0	74	52	31	150	1	0	0	0	308
Grand Total	0	0	0	0	258	200	102	517	1	0	0	0	1078
Apprch %	0	0	0	0	56.3	43.7	16.5	83.4	0.2	0	0	0	
Total %	0	0	0	0	23.9	18.6	9.5	48	0.1	0	0	0	
Cars	0	0	0	0	257	198	102	515	1	0	0	0	1073
% Cars	0	0	0	0	99.6	99	100	99.6	100	0	0	0	99.5
Trucks	0	0	0	0	1	2	0	2	0	0	0	0	5
% Trucks	0	0	0	0	0.4	1	0	0.4	0	0	0	0	0.5

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 799200S4R
Site Code : 79920004
Start Date : 8/4/2018
Page No : 2

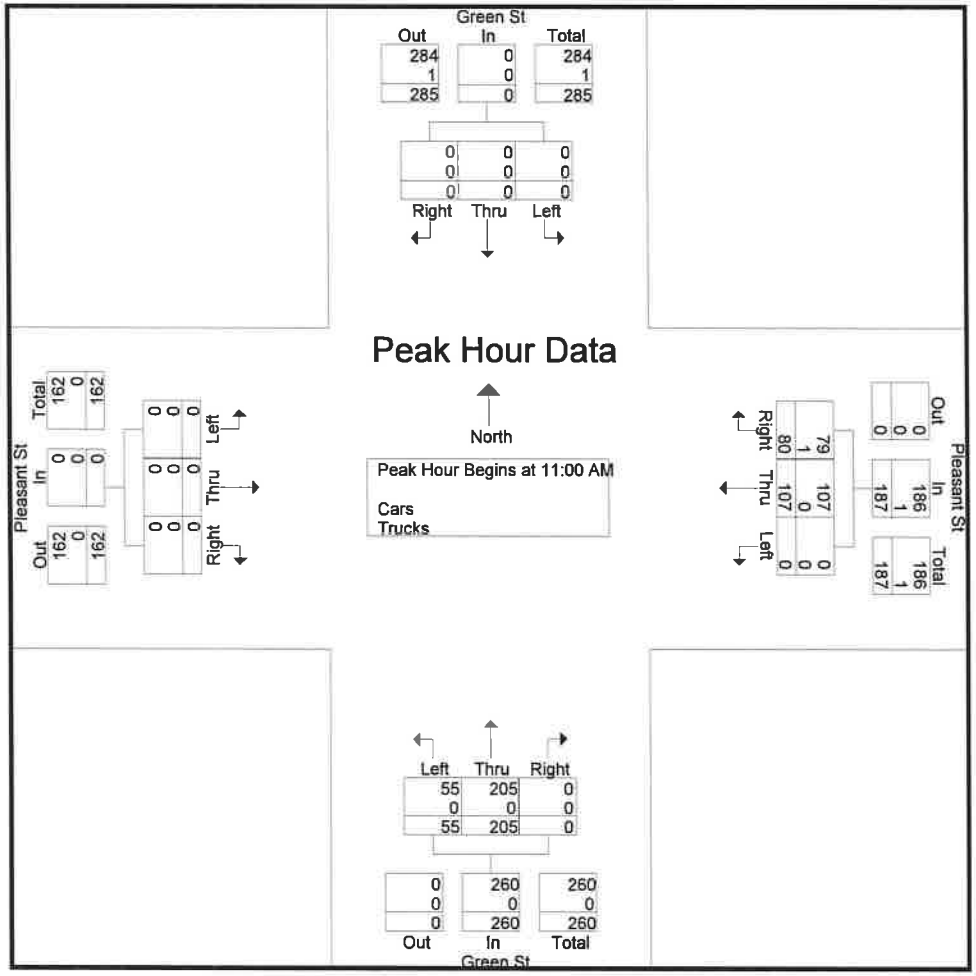
	Green St From North				Pleasant St From East				Green St From South				Pleasant St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	27	19	46	10	48	0	58	0	0	0	0	104
11:15 AM	0	0	0	0	0	**33**	23	**56**	**18**	48	0	66	0	0	0	0	**122**
11:30 AM	0	0	0	0	0	25	**25**	50	15	36	0	51	0	0	0	0	101
11:45 AM	0	0	0	0	0	22	13	35	12	**73**	0	**85**	0	0	0	0	120
Total Volume	0	0	0	0	0	107	80	187	55	205	0	260	0	0	0	0	447
% App. Total	0	0	0		0	57.2	42.8		21.2	78.8	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.811	.800	.835	.764	.702	.000	.765	.000	.000	.000	.000	.916
Cars	0	0	0	0	0	107	79	186	55	205	0	260	0	0	0	0	446
% Cars	0	0	0	0	0	100	98.8	99.5	100	100	0	100	0	0	0	0	99.8
Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	1.3	0.5	0	0	0	0	0	0	0	0	0.2

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 799200S4R
Site Code : 79920004
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	0	0	0	0	0	27	19	46	10	48	0	58	0	0	0	0
+15 mins.	0	0	0	0	0	**33**	23	**56**	**18**	48	0	66	0	0	0	0
+30 mins.	0	0	0	0	0	25	**25**	50	15	36	0	51	0	0	0	0
+45 mins.	0	0	0	0	0	22	13	35	12	**73**	0	**85**	0	0	0	0
Total Volume	0	0	0	0	0	107	80	187	55	205	0	260	0	0	0	0
% App. Total	0	0	0		0	57.2	42.8		21.2	78.8	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.811	.800	.835	.764	.702	.000	.765	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 799200S4R
Site Code : 79920004
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Green St From North			Pleasant St From East			Green St From South			Pleasant St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	27	19	10	48	0	0	0	0	104
11:15 AM	0	0	0	0	33	23	18	48	0	0	0	0	122
11:30 AM	0	0	0	0	25	24	15	36	0	0	0	0	100
11:45 AM	0	0	0	0	22	13	12	73	0	0	0	0	120
Total	0	0	0	0	107	79	55	205	0	0	0	0	446
12:00 PM	0	0	0	0	22	21	6	46	0	0	0	0	95
12:15 PM	0	0	0	0	17	19	3	39	0	0	0	0	78
12:30 PM	0	0	0	0	19	11	2	34	0	0	0	0	66
12:45 PM	0	0	0	0	18	16	5	41	0	0	0	0	80
Total	0	0	0	0	76	67	16	160	0	0	0	0	319
01:00 PM	0	0	0	0	22	11	14	39	0	0	0	0	86
01:15 PM	0	0	0	0	14	15	5	28	0	0	0	0	62
01:30 PM	0	0	0	0	20	16	5	32	1	0	0	0	74
01:45 PM	0	0	0	0	18	10	7	51	0	0	0	0	86
Total	0	0	0	0	74	52	31	150	1	0	0	0	308
Grand Total	0	0	0	0	257	198	102	515	1	0	0	0	1073
Apprch %	0	0	0	0	56.5	43.5	16.5	83.3	0.2	0	0	0	
Total %	0	0	0	0	24	18.5	9.5	48	0.1	0	0	0	

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 799200S4R
Site Code : 79920004
Start Date : 8/4/2018

Groups Printed- Trucks

	Green St From North			Pleasant St From East			Green St From South			Pleasant St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	0	0	0	0	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	2	0	2	0	0	0	0	5
Apprch %	0	0	0	0	33.3	66.7	0	100	0	0	0	0	
Total %	0	0	0	0	20	40	0	40	0	0	0	0	

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 799200S4R
Site Code : 79920004
Start Date : 8/4/2018

Groups Printed- Bikes Peds

	Green St From North				Pleasant St From East				Green St From South				Pleasant St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	5	0	2	0	4	0	1	0	13	1	0	0	2	24	4	28
11:15 AM	0	0	0	2	0	1	0	2	0	0	0	7	0	1	0	0	11	2	13
11:30 AM	0	0	0	2	0	0	0	4	0	0	0	10	0	3	0	0	16	3	19
11:45 AM	0	0	0	4	0	1	0	2	0	0	0	9	0	0	0	2	17	1	18
Total	0	0	0	13	0	4	0	12	0	1	0	39	1	4	0	4	68	10	78
12:00 PM	0	0	0	1	0	0	0	4	0	1	0	12	0	0	0	0	17	1	18
12:15 PM	0	0	0	2	0	0	0	4	0	1	0	3	0	0	0	0	9	1	10
12:30 PM	0	0	0	1	0	1	0	14	0	0	0	19	0	0	0	3	37	1	38
12:45 PM	0	0	0	9	0	2	0	0	1	0	0	11	0	0	0	0	20	3	23
Total	0	0	0	13	0	3	0	22	1	2	0	45	0	0	0	3	83	6	89
01:00 PM	0	0	0	9	0	0	0	1	0	1	1	9	0	0	0	1	20	2	22
01:15 PM	0	0	0	9	0	0	0	7	0	0	0	8	0	0	0	4	28	0	28
01:30 PM	0	0	0	8	0	1	0	0	0	0	0	10	0	0	0	2	20	1	21
01:45 PM	1	0	0	7	0	0	0	2	0	0	0	14	0	2	1	0	23	4	27
Total	1	0	0	33	0	1	0	10	0	1	1	41	0	2	1	7	91	7	98
Grand Total	1	0	0	59	0	8	0	44	1	4	1	125	1	6	1	14	242	23	265
Apprch %	100	0	0		0	100	0		16.7	66.7	16.7		12.5	75	12.5				
Total %	4.3	0	0		0	34.8	0		4.3	17.4	4.3		4.3	26.1	4.3		91.3	8.7	

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 799200S4R
Site Code : 79920004
Start Date : 8/4/2018
Page No : 14

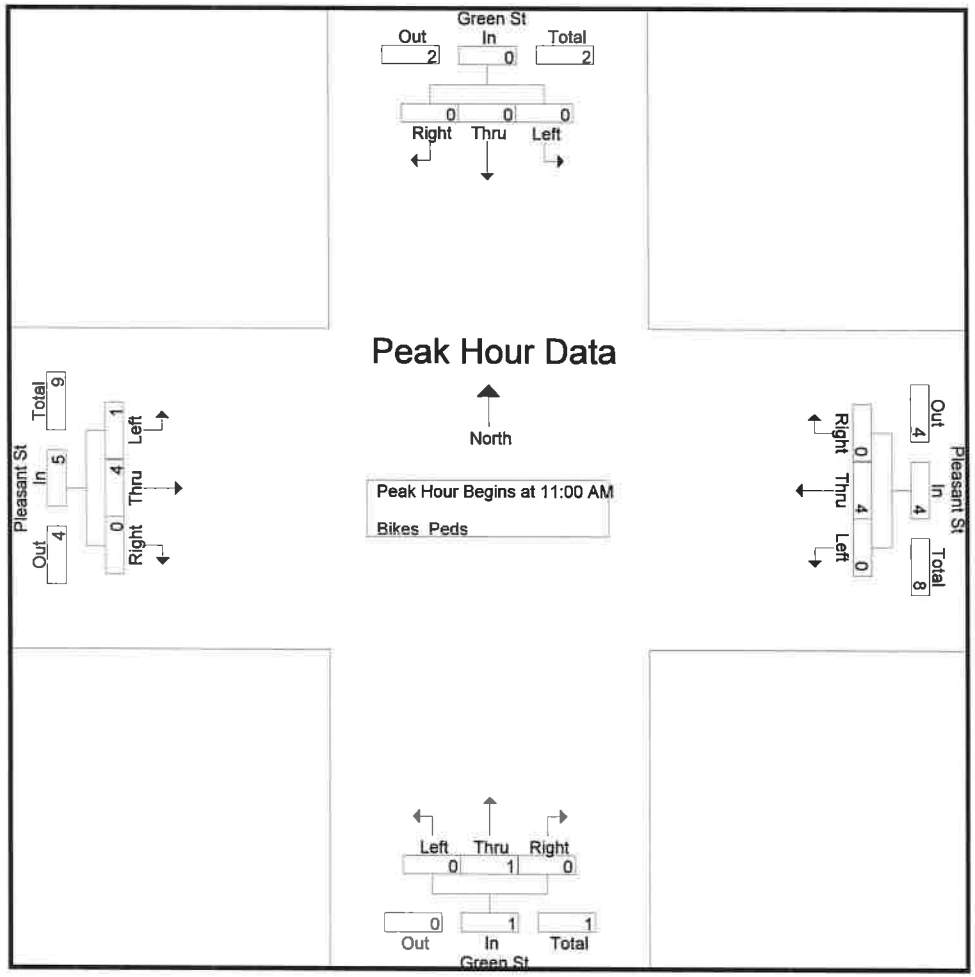
	Green St From North				Pleasant St From East				Green St From South				Pleasant St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	2	0	2	0	1	0	1	1	0	0	1	4
11:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	4	0	4	0	1	0	1	1	4	0	5	10
% App. Total	0	0	0		0	100	0		0	100	0		20	80	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.250	.333	.000	.417	.625

Accurate Counts

978-664-2565

N/S Street : Green Street
E/W Street: Pleasant Street
City/State : Newburyport, MA
Weather : Clear

File Name : 799200S4R
Site Code : 79920004
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:00 PM				11:00 AM				12:15 PM				11:00 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	**1**	0	1	**1**	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	**3**	0	**3**
+45 mins.	**1**	0	0	**1**	0	1	0	1	0	1	**1**	**2**	0	0	0	0
Total Volume	1	0	0	1	0	4	0	4	1	2	1	4	1	4	0	5
% App. Total	100	0	0		0	100	0		25	50	25		20	80	0	
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.250	.500	.250	.500	.250	.333	.000	.417

Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	State St From North		State St From South		Pleasant St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
07:00 AM	46	19	0	0	0	0	6
07:15 AM	56	17	0	0	0	0	7
07:30 AM	67	22	0	0	0	0	8
07:45 AM	73	29	0	0	0	0	10
Total	242	87	0	0	0	0	32
08:00 AM	79	23	0	0	0	0	10
08:15 AM	78	26	0	0	0	0	10
08:30 AM	75	34	0	0	0	0	10
08:45 AM	61	36	0	0	0	0	9
Total	293	119	0	0	0	0	41
Grand Total	535	206	0	0	0	0	74
Apprch %	72.2	27.8	0	0	0	0	
Total %	72.2	27.8	0	0	0	0	
Cars	524	203	0	0	0	0	72
% Cars	97.9	98.5	0	0	0	0	98
Trucks	11	3	0	0	0	0	2
% Trucks	2.1	1.5	0	0	0	0	1

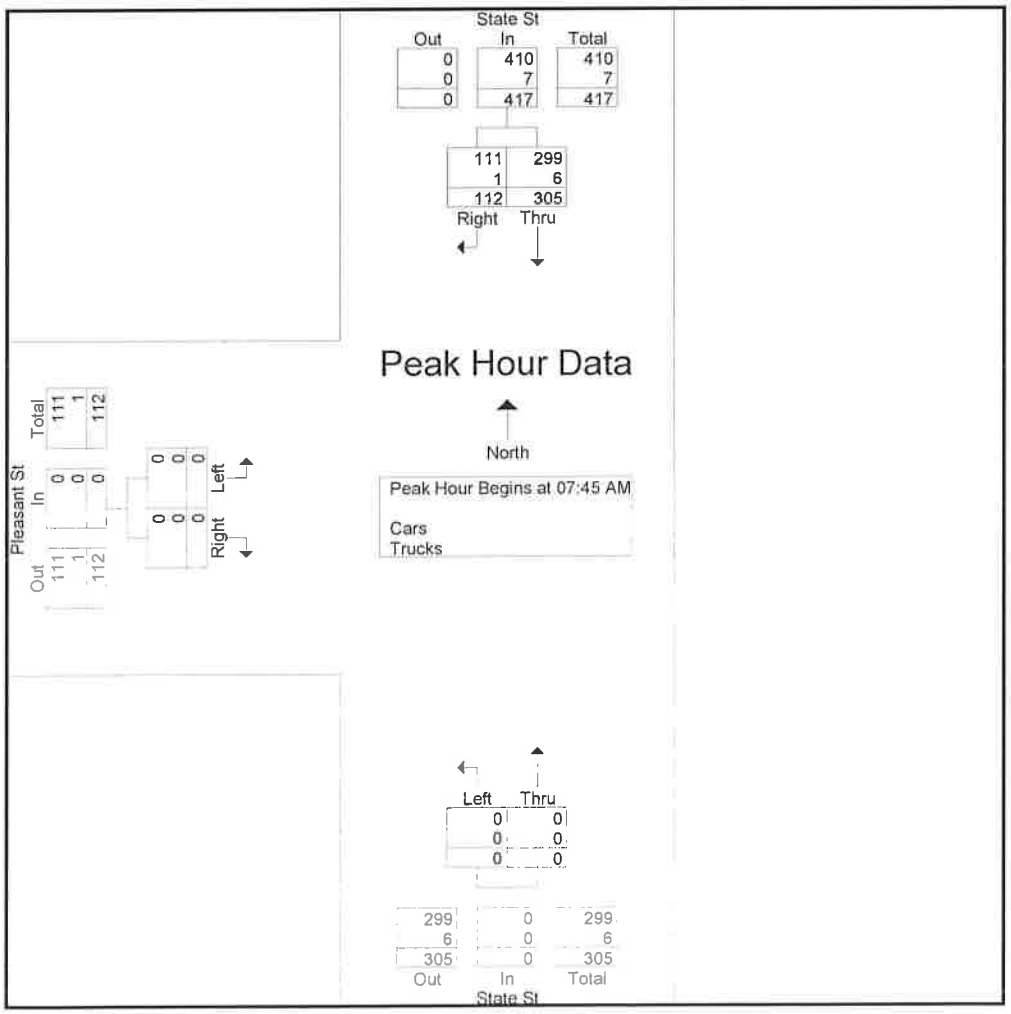
Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	State St From North			State St From South			Pleasant St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	73	29	102	0	0	0	0	0	0	10
08:00 AM	**79**	23	102	0	0	0	0	0	0	10
08:15 AM	78	26	104	0	0	0	0	0	0	10
08:30 AM	75	**34**	**109**	0	0	0	0	0	0	**10**
Total Volume	305	112	417	0	0	0	0	0	0	41
% App. Total	73.1	26.9		0	0		0	0		
PHF	.965	.824	.956	.000	.000	.000	.000	.000	.000	.95
Cars	299	111	410	0	0	0	0	0	0	41
% Cars	98.0	99.1	98.3	0	0	0	0	0	0	98
Trucks	6	1	7	0	0	0	0	0	0	
% Trucks	2.0	0.9	1.7	0	0	0	0	0	0	1



Accurate Counts

978-664-2565

S Street : State Street
/N Street: Pleasant Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	State St From North		State St From South		Pleasant St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
07:00 AM	46	18	0	0	0	0	6
07:15 AM	55	16	0	0	0	0	7
07:30 AM	66	22	0	0	0	0	8
07:45 AM	71	28	0	0	0	0	9
Total	238	84	0	0	0	0	32
08:00 AM	79	23	0	0	0	0	10
08:15 AM	75	26	0	0	0	0	10
08:30 AM	74	34	0	0	0	0	10
08:45 AM	58	36	0	0	0	0	9
Total	286	119	0	0	0	0	40
Grand Total	524	203	0	0	0	0	72
Apprch %	72.1	27.9	0	0	0	0	
Total %	72.1	27.9	0	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
/N Street: Pleasant Street
:y/State : Newburyport, MA
ɜather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	State St From North		State St From South		Pleasant St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
07:00 AM	0	1	0	0	0	0	
07:15 AM	1	1	0	0	0	0	
07:30 AM	1	0	0	0	0	0	
07:45 AM	2	1	0	0	0	0	
Total	4	3	0	0	0	0	
08:00 AM	0	0	0	0	0	0	
08:15 AM	3	0	0	0	0	0	
08:30 AM	1	0	0	0	0	0	
08:45 AM	3	0	0	0	0	0	
Total	7	0	0	0	0	0	
Grand Total	11	3	0	0	0	0	
Apprch %	78.6	21.4	0	0	0	0	
Total %	78.6	21.4	0	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
N Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	State St From North			State St From South			Pleasant St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	2	1	9	0	0	1	0	0	9	19	3	2
07:15 AM	0	0	5	0	0	9	0	0	10	24	0	2
07:30 AM	1	0	8	0	0	14	0	2	13	35	3	3
07:45 AM	2	0	18	0	1	17	0	0	7	42	3	4
Total	5	1	40	0	1	41	0	2	39	120	9	12
08:00 AM	0	1	15	0	0	11	0	0	1	27	1	2
08:15 AM	0	0	13	0	0	26	0	0	9	48	0	4
08:30 AM	0	0	18	0	0	9	0	0	4	31	0	3
08:45 AM	1	0	15	0	0	3	0	0	9	27	1	2
Total	1	1	61	0	0	49	0	0	23	133	2	13
Grand Total	6	2	101	0	1	90	0	2	62	253	11	26
Apprch %	75	25		0	100		0	100				
Total %	54.5	18.2		0	9.1		0	18.2		95.8	4.2	

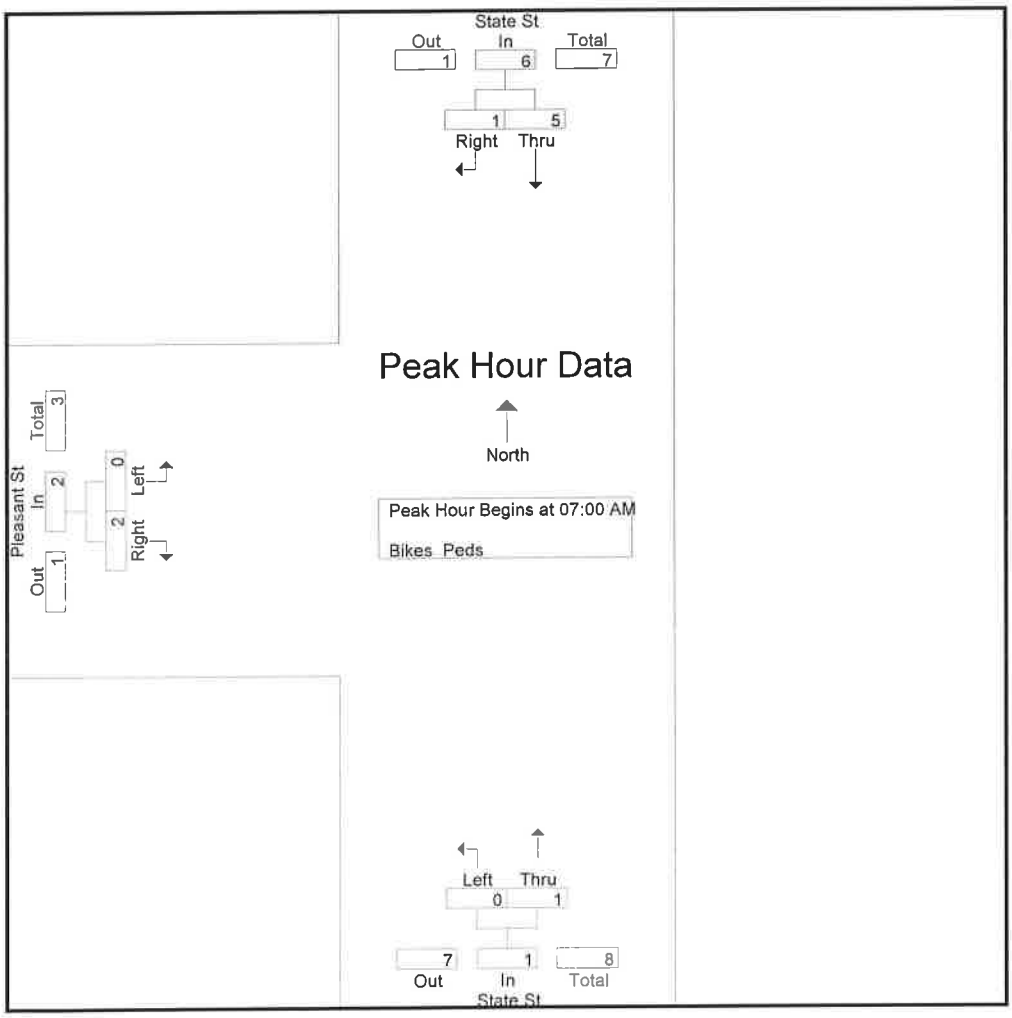
Accurate Counts

978-664-2565

S Street : State Street
N Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	State St From North			State St From South			Pleasant St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	2	1	3	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	
07:30 AM	1	0	1	0	0	0	0	2	2	
07:45 AM	2	0	2	0	1	1	0	0	0	
Total Volume	5	1	6	0	1	1	0	2	2	
% App. Total	83.3	16.7		0	100		0	100		
PHF	.625	.250	.500	.000	.250	.250	.000	.250	.250	.75



Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	State St From North		State St From South		Pleasant St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
04:00 PM	66	25	0	0	0	1	9
04:15 PM	68	18	0	0	0	0	8
04:30 PM	72	29	0	0	0	0	10
04:45 PM	69	24	0	0	0	0	9
Total	275	96	0	0	0	1	37
05:00 PM	85	21	0	0	0	2	10
05:15 PM	62	28	0	0	0	0	9
05:30 PM	71	21	0	0	0	0	9
05:45 PM	70	22	0	0	0	0	9
Total	288	92	0	0	0	2	38
Grand Total	563	188	0	0	0	3	75
Apprch %	75	25	0	0	0	100	
Total %	74.7	24.9	0	0	0	0.4	
Cars	556	188	0	0	0	2	74
% Cars	98.8	100	0	0	0	66.7	98
Trucks	7	0	0	0	0	1	
% Trucks	1.2	0	0	0	0	33.3	1

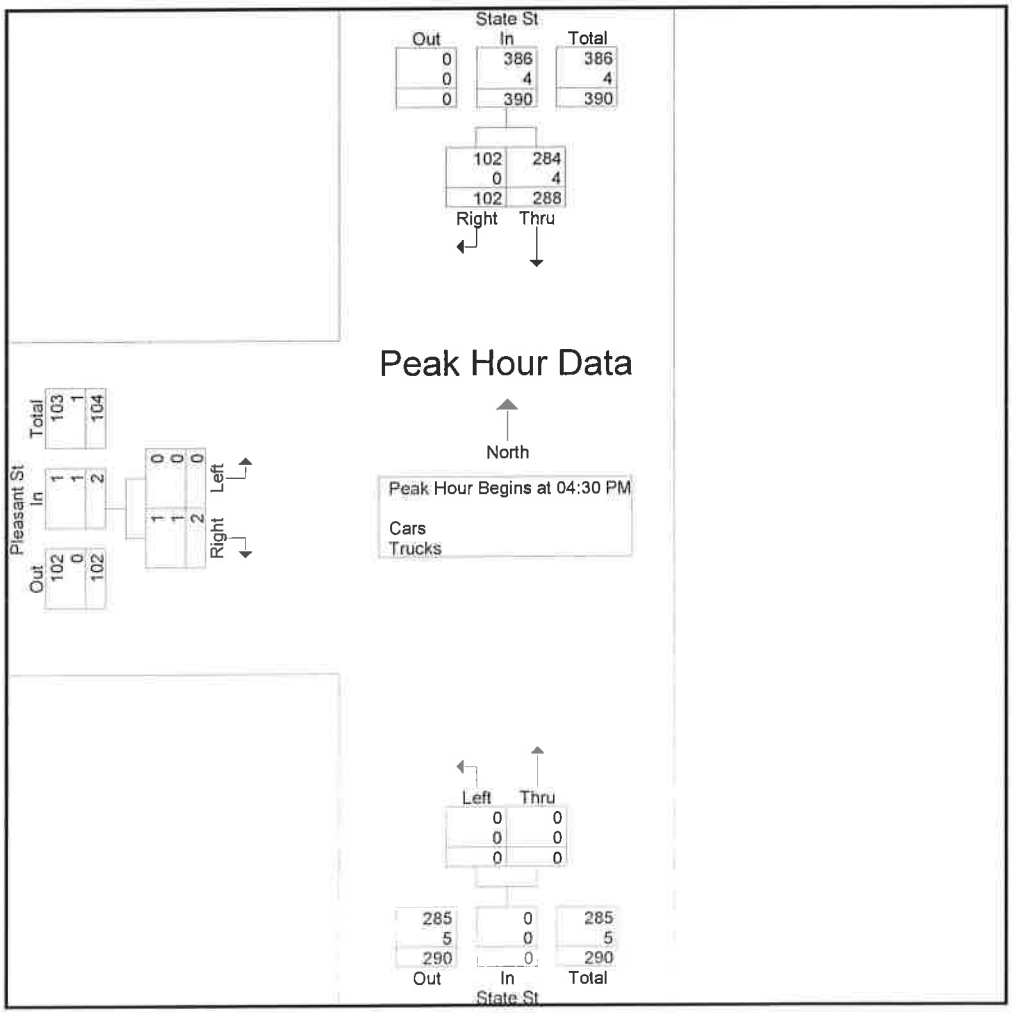
Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	State St From North			State St From South			Pleasant St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	72	**29**	101	0	0	0	0	0	0	10
04:45 PM	69	24	93	0	0	0	0	0	0	9
05:00 PM	**85**	21	**106**	0	0	0	0	**2**	**2**	**10**
05:15 PM	62	28	90	0	0	0	0	0	0	9
Total Volume	288	102	390	0	0	0	0	2	2	39
% App. Total	73.8	26.2		0	0		0	100		
PHF	.847	.879	.920	.000	.000	.000	.000	.250	.250	.90
Cars	284	102	386	0	0	0	0	1	1	38
% Cars	98.6	100	99.0	0	0	0	0	50.0	50.0	98
Trucks	4	0	4	0	0	0	0	1	1	
% Trucks	1.4	0	1.0	0	0	0	0	50.0	50.0	1



Accurate Counts

978-664-2565

S Street : State Street
N Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	State St From North		State St From South		Pleasant St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
04:00 PM	65	25	0	0	0	1	9
04:15 PM	67	18	0	0	0	0	8
04:30 PM	71	29	0	0	0	0	10
04:45 PM	69	24	0	0	0	0	9
Total	272	96	0	0	0	1	36
05:00 PM	84	21	0	0	0	1	10
05:15 PM	60	28	0	0	0	0	8
05:30 PM	70	21	0	0	0	0	9
05:45 PM	70	22	0	0	0	0	9
Total	284	92	0	0	0	1	37
Grand Total	556	188	0	0	0	2	74
Apprch %	74.7	25.3	0	0	0	100	
Total %	74.5	25.2	0	0	0	0.3	

Accurate Counts

978-664-2565

S Street : State Street
N Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	State St From North		State St From South		Pleasant St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
04:00 PM	1	0	0	0	0	0	
04:15 PM	1	0	0	0	0	0	
04:30 PM	1	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	
Total	3	0	0	0	0	0	
05:00 PM	1	0	0	0	0	1	
05:15 PM	2	0	0	0	0	0	
05:30 PM	1	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	
Total	4	0	0	0	0	1	
Grand Total	7	0	0	0	0	1	
Apprch %	100	0	0	0	0	100	
Total %	87.5	0	0	0	0	12.5	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	State St From North			State St From South			Pleasant St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	1	30	0	0	44	0	2	16	90	3	9
04:15 PM	0	0	26	0	1	26	0	1	57	109	2	11
04:30 PM	0	0	41	1	1	29	0	0	52	122	2	12
04:45 PM	1	0	38	0	1	46	0	1	86	170	3	17
Total	1	1	135	1	3	145	0	4	211	491	10	50
05:00 PM	2	0	27	2	1	18	0	1	49	94	6	10
05:15 PM	0	2	44	0	0	35	0	0	41	120	2	12
05:30 PM	1	1	29	0	1	42	0	2	34	105	5	11
05:45 PM	0	0	46	1	0	55	0	0	42	143	1	14
Total	3	3	146	3	2	150	0	3	166	462	14	47
Grand Total	4	4	281	4	5	295	0	7	377	953	24	97
Apprch %	50	50		44.4	55.6		0	100				
Total %	16.7	16.7		16.7	20.8		0	29.2		97.5	2.5	

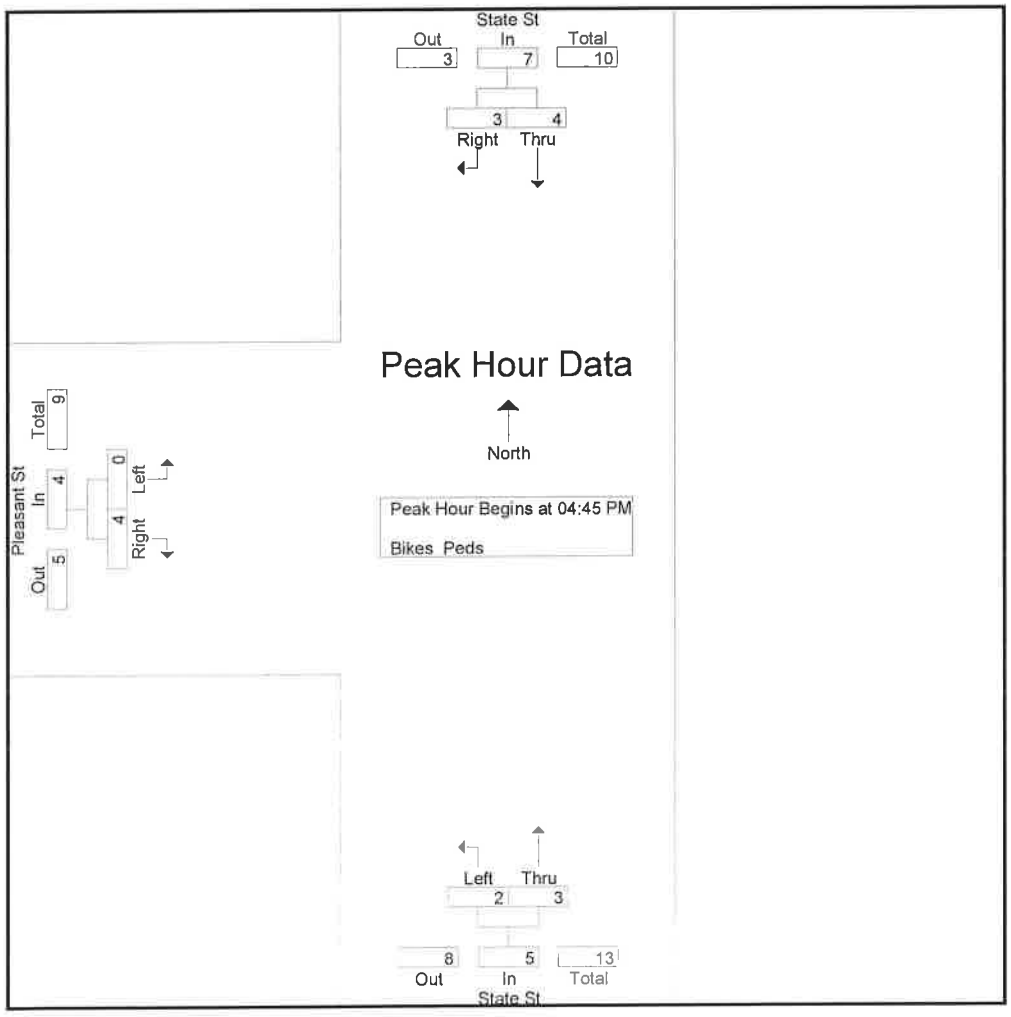
Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	State St From North			State St From South			Pleasant St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	1	0	1	0	1	1	0	1	1	
05:00 PM	2	0	2	2	1	3	0	1	1	
05:15 PM	0	2	2	0	0	0	0	0	0	
05:30 PM	1	1	2	0	1	1	0	2	2	
Total Volume	4	3	7	2	3	5	0	4	4	1
% App. Total	57.1	42.9		40	60		0	100		
PHF	.500	.375	.875	.250	.750	.417	.000	.500	.500	.6



Accurate Counts

978-664-2565

S Street : State Street
N Street: Pleasant Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 1

Groups Printed- Cars - Trucks

	State St From North		State St From South		Pleasant St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
11:00 AM	106	36	0	0	0	0	14
11:15 AM	112	44	0	0	0	0	15
11:30 AM	102	42	0	0	0	0	14
11:45 AM	102	37	0	0	0	0	13
Total	422	159	0	0	0	0	58
12:00 PM	96	42	0	0	0	0	13
12:15 PM	95	31	0	0	0	0	12
12:30 PM	65	34	0	0	0	0	9
12:45 PM	65	44	0	0	0	0	10
Total	321	151	0	0	0	0	47
01:00 PM	85	27	0	0	0	0	11
01:15 PM	85	36	0	0	0	0	12
01:30 PM	76	21	0	0	0	0	9
01:45 PM	88	20	0	0	0	0	10
Total	334	104	0	0	0	0	43
Grand Total	1077	414	0	0	0	0	149
Apprch %	72.2	27.8	0	0	0	0	
Total %	72.2	27.8	0	0	0	0	
Cars	1068	411	0	0	0	0	147
% Cars	99.2	99.3	0	0	0	0	99
Trucks	9	3	0	0	0	0	2
% Trucks	0.8	0.7	0	0	0	0	0

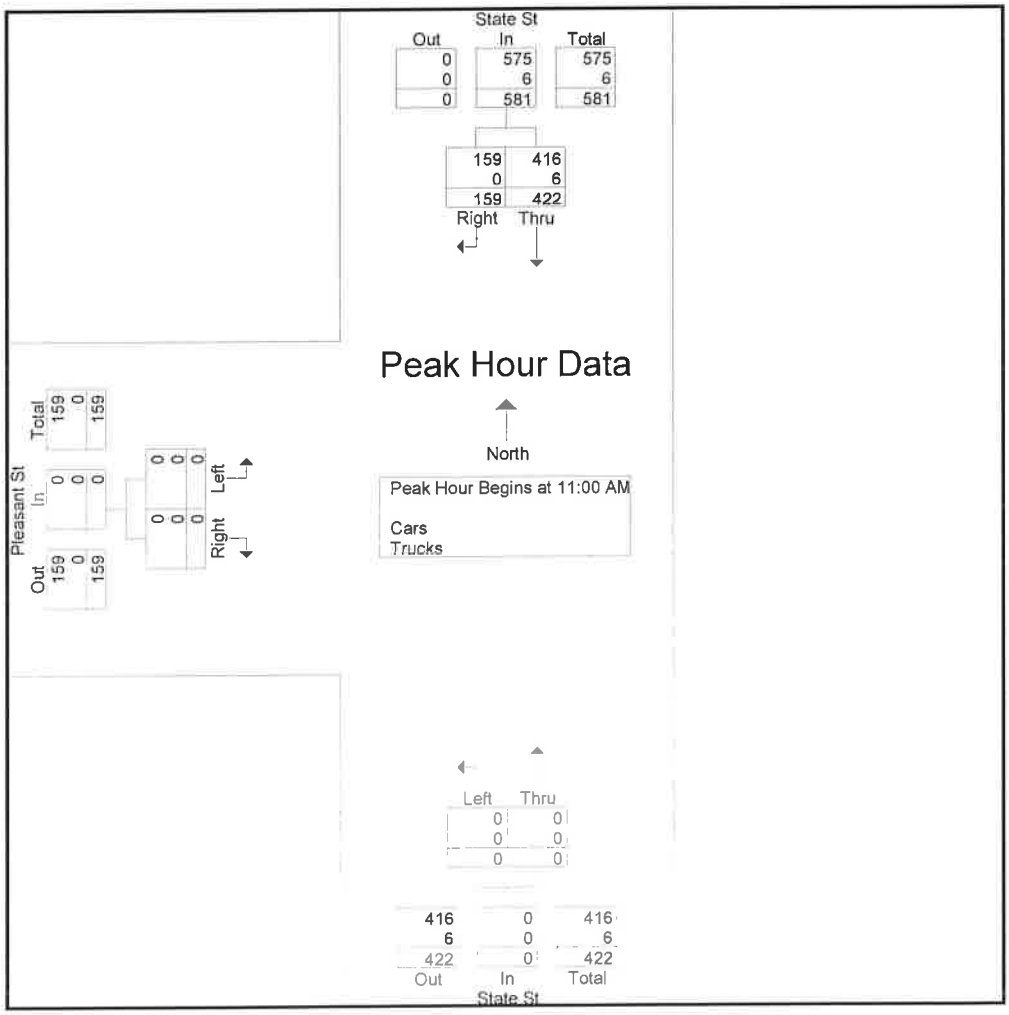
Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 2

	State St From North			State St From South			Pleasant St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	106	36	142	0	0	0	0	0	0	14
11:15 AM	**112**	**44**	**156**	0	0	0	0	0	0	**15**
11:30 AM	102	42	144	0	0	0	0	0	0	14
11:45 AM	102	37	139	0	0	0	0	0	0	13
Total Volume	422	159	581	0	0	0	0	0	0	58
% App. Total	72.6	27.4		0	0		0	0		
PHF	.942	.903	.931	.000	.000	.000	.000	.000	.000	.93
Cars	416	159	575	0	0	0	0	0	0	57
% Cars	98.6	100	99.0	0	0	0	0	0	0	99
Trucks	6	0	6	0	0	0	0	0	0	
% Trucks	1.4	0	1.0	0	0	0	0	0	0	1



Accurate Counts

978-664-2565

S Street : State Street
N Street: Pleasant Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 4

Groups Printed- Cars

	State St From North		State St From South		Pleasant St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
11:00 AM	106	36	0	0	0	0	14
11:15 AM	110	44	0	0	0	0	15
11:30 AM	100	42	0	0	0	0	14
11:45 AM	100	37	0	0	0	0	13
Total	416	159	0	0	0	0	57
12:00 PM	96	42	0	0	0	0	13
12:15 PM	95	30	0	0	0	0	12
12:30 PM	64	34	0	0	0	0	9
12:45 PM	64	43	0	0	0	0	10
Total	319	149	0	0	0	0	46
01:00 PM	85	27	0	0	0	0	11
01:15 PM	85	35	0	0	0	0	12
01:30 PM	75	21	0	0	0	0	9
01:45 PM	88	20	0	0	0	0	10
Total	333	103	0	0	0	0	43
Grand Total	1068	411	0	0	0	0	147
Apprch %	72.2	27.8	0	0	0	0	
Total %	72.2	27.8	0	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 7

Groups Printed- Trucks

	State St From North		State St From South		Pleasant St From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Tot
11:00 AM	0	0	0	0	0	0	
11:15 AM	2	0	0	0	0	0	
11:30 AM	2	0	0	0	0	0	
11:45 AM	2	0	0	0	0	0	
Total	6	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	
12:15 PM	0	1	0	0	0	0	
12:30 PM	1	0	0	0	0	0	
12:45 PM	1	1	0	0	0	0	
Total	2	2	0	0	0	0	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	1	0	0	0	0	
01:30 PM	1	0	0	0	0	0	
01:45 PM	0	0	0	0	0	0	
Total	1	1	0	0	0	0	
Grand Total	9	3	0	0	0	0	
Apprch %	75	25	0	0	0	0	
Total %	75	25	0	0	0	0	

Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 10

Groups Printed- Bikes Peds

	State St From North			State St From South			Pleasant St From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	1	0	23	2	0	25	0	0	34	82	3	8
11:15 AM	0	0	13	0	0	15	0	1	13	41	1	4
11:30 AM	0	0	23	0	1	8	0	0	18	49	1	5
11:45 AM	0	0	23	0	0	19	0	0	9	51	0	5
Total	1	0	82	2	1	67	0	1	74	223	5	22
12:00 PM	1	0	29	0	0	12	0	0	29	70	1	7
12:15 PM	1	0	29	0	0	18	0	0	31	78	1	7
12:30 PM	0	0	38	0	1	25	0	0	34	97	1	9
12:45 PM	0	0	41	0	0	24	0	0	17	82	0	8
Total	2	0	137	0	1	79	0	0	111	327	3	33
01:00 PM	0	0	33	0	0	34	0	0	40	107	0	10
01:15 PM	0	0	42	0	0	30	0	0	32	104	0	10
01:30 PM	0	0	38	0	0	28	0	0	57	123	0	12
01:45 PM	1	0	30	0	0	28	0	0	35	93	1	9
Total	1	0	143	0	0	120	0	0	164	427	1	42
Grand Total	4	0	362	2	2	266	0	1	349	977	9	98
Apprch %	100	0		50	50		0	100				
Total %	44.4	0		22.2	22.2		0	11.1		99.1	0.9	

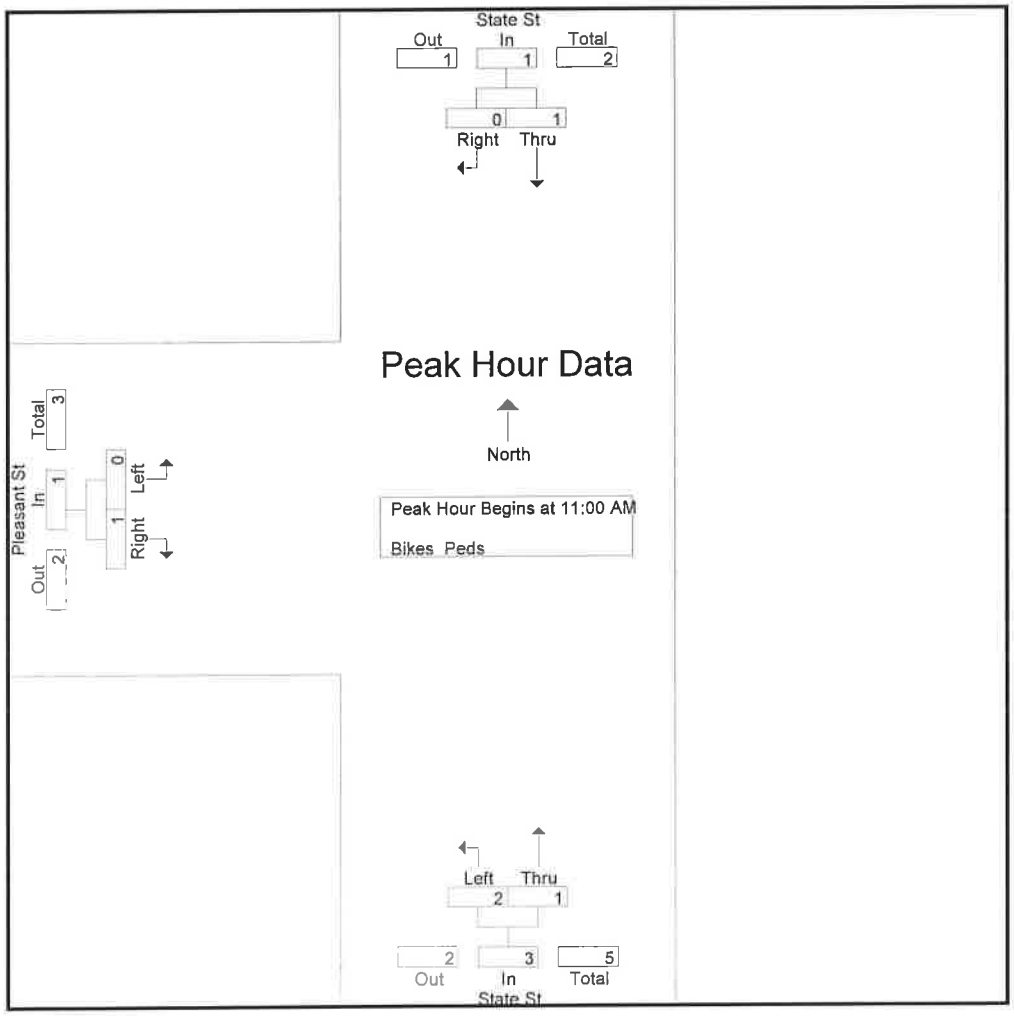
Accurate Counts

978-664-2565

S Street : State Street
W Street: Pleasant Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920(
Site Code : 79920(
Start Date : 8/4/20
Page No : 11

	State St From North			State St From South			Pleasant St From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	**1**	0	**1**	**2**	0	**2**	0	0	0	
11:15 AM	0	0	0	0	0	0	0	**1**	**1**	
11:30 AM	0	0	0	0	**1**	1	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	
Total Volume	1	0	1	2	1	3	0	1	1	
% App. Total	100	0		66.7	33.3		0	100		
PHF	.250	.000	.250	.250	.250	.375	.000	.250	.250	.41



Accurate Counts
978-664-2565

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	State St From North			Temple St From East			State St From South			Prince Pl From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	37	4	8	1	0	0	0	0	0	0	1	52
07:15 AM	0	46	2	15	3	0	0	0	0	0	0	1	67
07:30 AM	0	61	4	9	3	0	0	0	0	0	0	0	77
07:45 AM	0	61	5	23	5	0	0	0	0	0	0	0	94
Total	1	205	15	55	12	0	0	0	0	0	0	2	290
08:00 AM	0	58	3	17	9	0	0	0	0	0	1	5	93
08:15 AM	0	61	5	20	6	0	0	0	0	0	0	1	93
08:30 AM	0	59	5	17	7	0	0	0	0	0	0	4	92
08:45 AM	0	49	3	16	6	0	0	0	0	0	0	1	75
Total	0	227	16	70	28	0	0	0	0	0	1	11	353
Grand Total	1	432	31	125	40	0	0	0	0	0	1	13	643
Apprch %	0.2	93.1	6.7	75.8	24.2	0	0	0	0	0	7.1	92.9	
Total %	0.2	67.2	4.8	19.4	6.2	0	0	0	0	0	0.2	2	
Cars	0	427	31	125	39	0	0	0	0	0	1	12	635
% Cars	0	98.8	100	100	97.5	0	0	0	0	0	100	92.3	98.8
Trucks	1	5	0	0	1	0	0	0	0	0	0	1	8
% Trucks	100	1.2	0	0	2.5	0	0	0	0	0	0	7.7	1.2

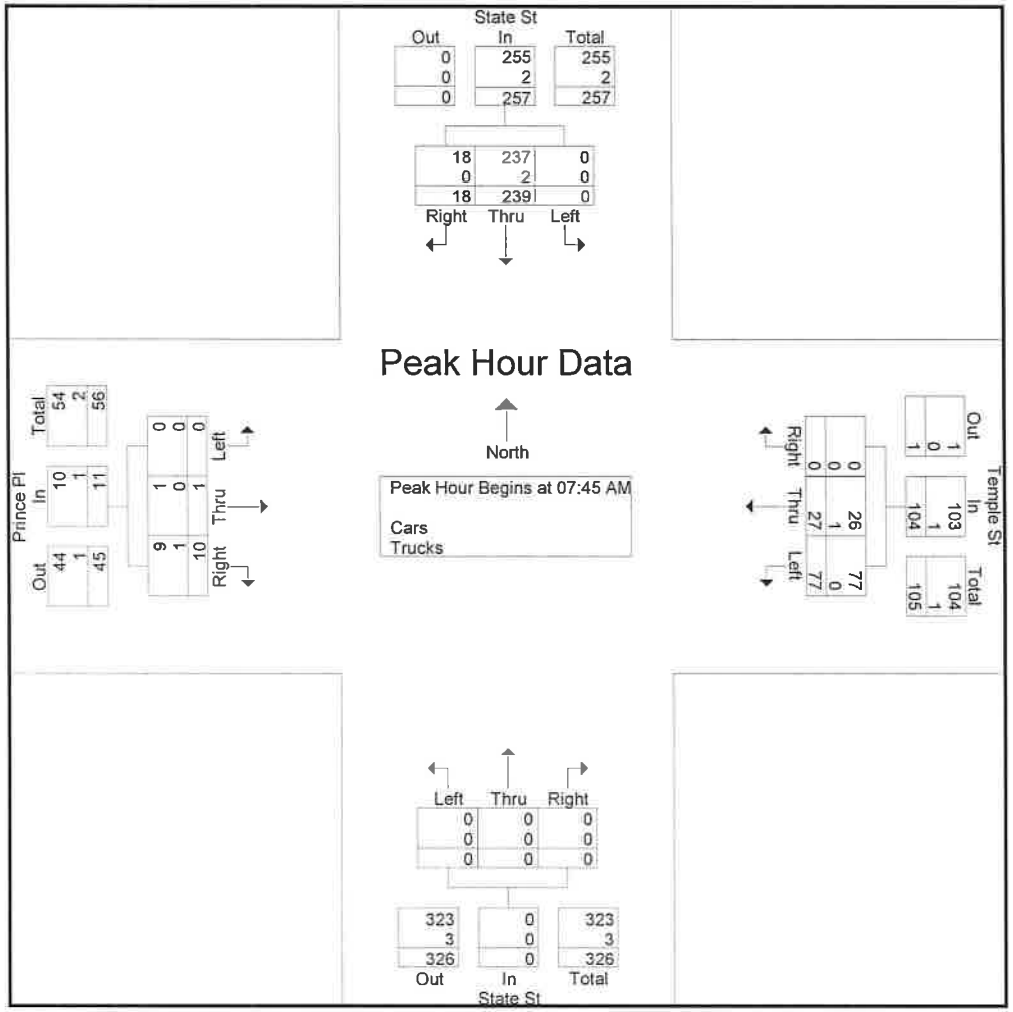
N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	State St From North				Temple St From East				State St From South				Prince Pl From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**61**	**5**	**66**	**23**	5	0	**28**	0	0	0	0	0	0	0	0	**94**
08:00 AM	0	58	3	61	17	**9**	0	26	0	0	0	0	0	**1**	**5**	**6**	93
08:15 AM	0	61	5	66	20	6	0	26	0	0	0	0	0	0	1	1	93
08:30 AM	0	59	5	64	17	7	0	24	0	0	0	0	0	0	4	4	92
Total Volume	0	239	18	257	77	27	0	104	0	0	0	0	0	1	10	11	372
% App. Total	0	93	7		74	26	0		0	0	0		0	9.1	90.9		
PHF	.000	.980	.900	.973	.837	.750	.000	.929	.000	.000	.000	.000	.000	.250	.500	.458	.989
Cars	0	237	18	255	77	26	0	103	0	0	0	0	0	1	9	10	368
% Cars	0	99.2	100	99.2	100	96.3	0	99.0	0	0	0	0	0	100	90.0	90.9	98.9
Trucks	0	2	0	2	0	1	0	1	0	0	0	0	0	0	1	1	4
% Trucks	0	0.8	0	0.8	0	3.7	0	1.0	0	0	0	0	0	0	10.0	9.1	1.1

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:00 AM				08:00 AM			
+0 mins.	0	**61**	4	65	**23**	5	0	**28**	0	0	0	0	0	**1**	**5**	**6**
+15 mins.	0	61	**5**	**66**	17	**9**	0	26	0	0	0	0	0	0	1	1
+30 mins.	0	58	3	61	20	6	0	26	0	0	0	0	0	0	4	4
+45 mins.	0	61	5	66	17	7	0	24	0	0	0	0	0	0	**1**	1
Total Volume	0	241	17	258	77	27	0	104	0	0	0	0	0	1	11	12
% App. Total	0	93.4	6.6		74	26	0		0	0	0		0	8.3	91.7	

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	State St From North			Temple St From East			State St From South			Prince Pl From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	37	4	8	1	0	0	0	0	0	0	1	51
07:15 AM	0	45	2	15	3	0	0	0	0	0	0	1	66
07:30 AM	0	61	4	9	3	0	0	0	0	0	0	0	77
07:45 AM	0	60	5	23	5	0	0	0	0	0	0	0	93
Total	0	203	15	55	12	0	0	0	0	0	0	2	287
08:00 AM	0	58	3	17	9	0	0	0	0	0	1	4	92
08:15 AM	0	60	5	20	6	0	0	0	0	0	0	1	92
08:30 AM	0	59	5	17	6	0	0	0	0	0	0	4	91
08:45 AM	0	47	3	16	6	0	0	0	0	0	0	1	73
Total	0	224	16	70	27	0	0	0	0	0	1	10	348
Grand Total	0	427	31	125	39	0	0	0	0	0	1	12	635
Apprch %	0	93.2	6.8	76.2	23.8	0	0	0	0	0	7.7	92.3	
Total %	0	67.2	4.9	19.7	6.1	0	0	0	0	0	0.2	1.9	

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

Start Time	State St From North			Temple St From East			State St From South			Prince Pl From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	1	0	0	0	0	0	0	1	5
Grand Total	1	5	0	0	1	0	0	0	0	0	0	1	8
Apprch %	16.7	83.3	0	0	100	0	0	0	0	0	0	100	
Total %	12.5	62.5	0	0	12.5	0	0	0	0	0	0	12.5	

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	State St From North				Temple St From East				State St From South				Prince Pl From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	7	0	0	0	5	0	0	0	2	0	0	0	2	16	1	17
07:15 AM	0	0	0	3	0	0	0	11	0	0	0	2	0	0	0	1	17	0	17
07:30 AM	0	1	0	1	0	0	0	4	0	0	0	0	0	0	1	2	7	2	9
07:45 AM	0	2	0	5	0	1	0	14	0	0	0	2	0	0	0	11	32	3	35
Total	0	4	0	16	0	1	0	34	0	0	0	6	0	0	1	16	72	6	78
08:00 AM	0	1	0	6	0	0	0	4	0	0	0	2	0	0	0	7	19	1	20
08:15 AM	0	1	0	5	0	0	0	4	0	0	0	5	0	0	0	7	21	1	22
08:30 AM	0	0	0	4	0	1	0	2	0	0	0	0	0	0	0	6	12	1	13
08:45 AM	0	0	0	7	1	1	0	4	0	1	0	3	0	0	0	21	35	3	38
Total	0	2	0	22	1	2	0	14	0	1	0	10	0	0	0	41	87	6	93
Grand Total	0	6	0	38	1	3	0	48	0	1	0	16	0	0	1	57	159	12	171
Apprch %	0	100	0		25	75	0		0	100	0		0	0	100				
Total %	0	50	0		8.3	25	0		0	8.3	0		0	0	8.3		93	7	

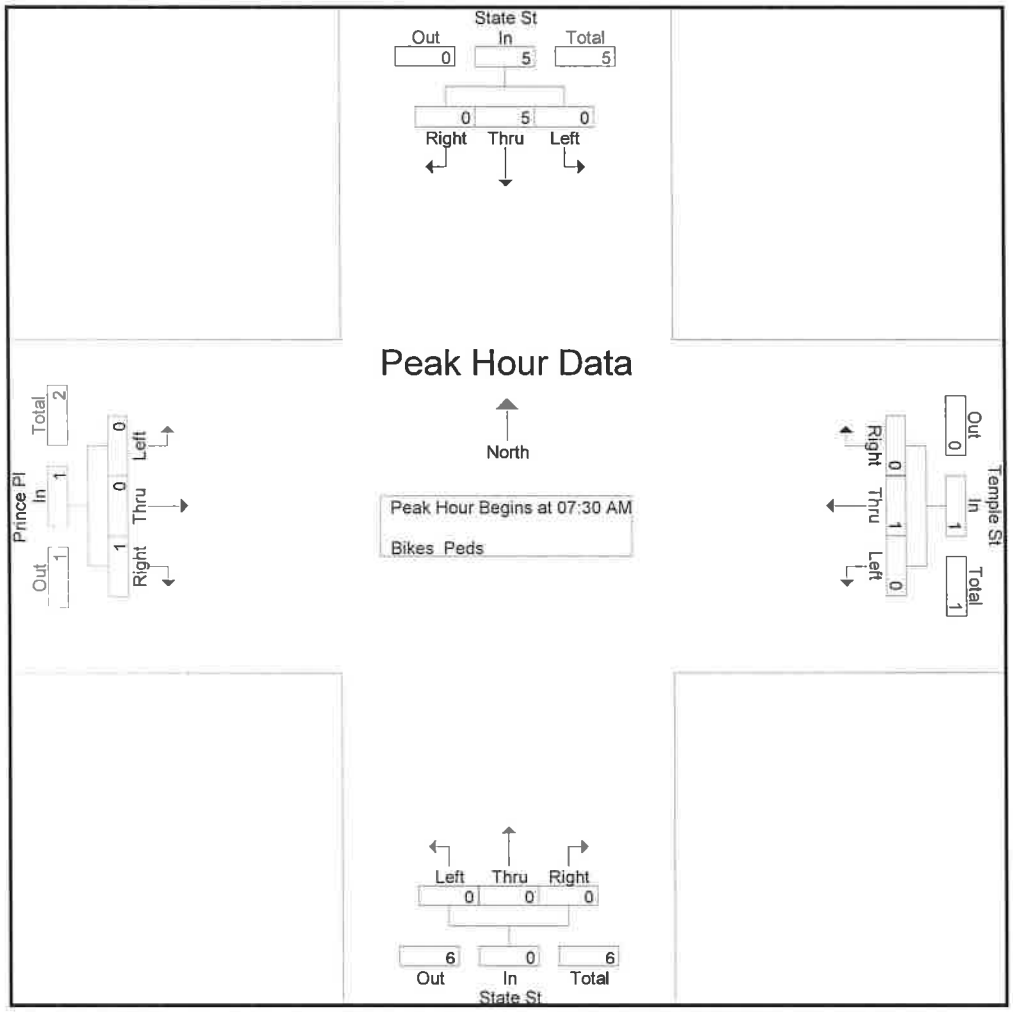
N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	State St From North				Temple St From East				State St From South				Prince Pl From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:45 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	5	0	5	0	1	0	1	0	0	0	0	0	0	1	1	7
% App. Total	0	100	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.625	.000	.625	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.583

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	**1**	0	1	0	0	0	0	0	0	**1**	**1**
+45 mins.	0	1	0	1	**1**	1	0	**2**	0	**1**	0	**1**	0	0	0	0
Total Volume	0	5	0	5	1	2	0	3	0	1	0	1	0	0	1	1
% App. Total	0	100	0		33.3	66.7	0		0	100	0		0	0	100	

Accurate Counts
978-664-2565

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	State St From North			Temple St From East			State St From South			Prince Pl From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	61	2	20	1	0	0	0	0	0	2	4	90
04:15 PM	0	62	3	22	4	0	0	0	0	0	1	8	100
04:30 PM	0	65	2	23	3	0	0	0	0	0	0	9	102
04:45 PM	0	65	4	20	1	0	0	0	0	0	0	8	98
Total	0	253	11	85	9	0	0	0	0	0	3	29	390
05:00 PM	0	67	9	20	1	0	0	0	0	0	0	7	104
05:15 PM	0	61	4	18	4	0	0	0	0	0	1	14	102
05:30 PM	0	59	8	14	2	0	0	0	0	0	0	9	92
05:45 PM	0	63	5	24	2	0	0	0	0	0	0	8	102
Total	0	250	26	76	9	0	0	0	0	0	1	38	400
Grand Total	0	503	37	161	18	0	0	0	0	0	4	67	790
Apprch %	0	93.1	6.9	89.9	10.1	0	0	0	0	0	5.6	94.4	
Total %	0	63.7	4.7	20.4	2.3	0	0	0	0	0	0.5	8.5	
Cars	0	502	36	161	18	0	0	0	0	0	4	67	788
% Cars	0	99.8	97.3	100	100	0	0	0	0	0	100	100	99.7
Trucks	0	1	1	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0.2	2.7	0	0	0	0	0	0	0	0	0	0.3

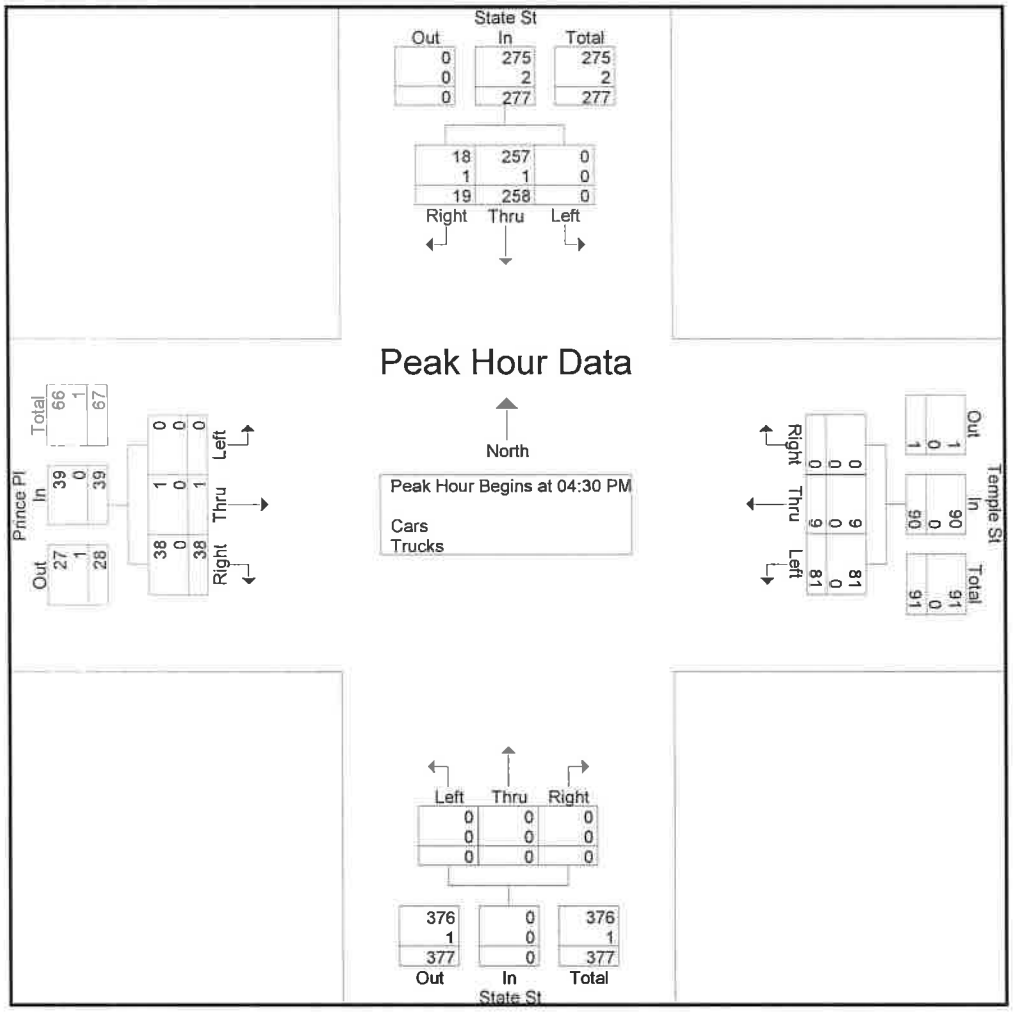
N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	State St From North				Temple St From East				State St From South				Prince Pl From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	65	2	67	**23**	3	0	**26**	0	0	0	0	0	0	9	9	102
04:45 PM	0	65	4	69	20	1	0	21	0	0	0	0	0	0	8	8	98
05:00 PM	0	**67**	**9**	**76**	20	1	0	21	0	0	0	0	0	0	7	7	**104**
05:15 PM	0	61	4	65	18	**4**	0	22	0	0	0	0	0	**1**	**14**	**15**	102
Total Volume	0	258	19	277	81	9	0	90	0	0	0	0	0	1	38	39	406
% App. Total	0	93.1	6.9		90	10	0		0	0	0		0	2.6	97.4		
PHF	.000	.963	.528	.911	.880	.563	.000	.865	.000	.000	.000	.000	.000	.250	.679	.650	.976
Cars	0	257	18	275	81	9	0	90	0	0	0	0	0	1	38	39	404
% Cars	0	99.6	94.7	99.3	100	100	0	100	0	0	0	0	0	100	100	100	99.5
Trucks	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0.4	5.3	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0.5

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	62	3	65	20	1	0	21	0	0	0	0	0	0	9	9
+15 mins.	0	65	2	67	22	4	0	26	0	0	0	0	0	0	8	8
+30 mins.	0	65	4	69	23	3	0	26	0	0	0	0	0	0	7	7
+45 mins.	0	67	9	76	20	1	0	21	0	0	0	0	0	1	14	15
Total Volume	0	259	18	277	85	9	0	94	0	0	0	0	0	1	38	39
% App. Total	0	93.5	6.5		90.4	9.6	0		0	0	0		0	2.6	97.4	

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	State St From North			Temple St From East			State St From South			Prince Pl From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	61	2	20	1	0	0	0	0	0	2	4	90
04:15 PM	0	62	3	22	4	0	0	0	0	0	1	8	100
04:30 PM	0	65	2	23	3	0	0	0	0	0	0	9	102
04:45 PM	0	65	4	20	1	0	0	0	0	0	0	8	98
Total	0	253	11	85	9	0	0	0	0	0	3	29	390
05:00 PM	0	66	9	20	1	0	0	0	0	0	0	7	103
05:15 PM	0	61	3	18	4	0	0	0	0	0	1	14	101
05:30 PM	0	59	8	14	2	0	0	0	0	0	0	9	92
05:45 PM	0	63	5	24	2	0	0	0	0	0	0	8	102
Total	0	249	25	76	9	0	0	0	0	0	1	38	398
Grand Total	0	502	36	161	18	0	0	0	0	0	4	67	788
Apprch %	0	93.3	6.7	89.9	10.1	0	0	0	0	0	5.6	94.4	
Total %	0	63.7	4.6	20.4	2.3	0	0	0	0	0	0.5	8.5	

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	State St From North			Temple St From East			State St From South			Prince Pl From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	1	0	0	0	0	0	0	0	0	0	2
Apprch %	0	50	50	0	0	0	0	0	0	0	0	0	
Total %	0	50	50	0	0	0	0	0	0	0	0	0	

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	State St From North				Temple St From East				State St From South				Prince Pl From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	14	0	0	0	8	0	0	0	0	0	1	0	41	63	2	65
04:15 PM	0	1	0	16	2	0	0	11	0	1	0	3	0	1	1	22	52	6	58
04:30 PM	0	0	0	14	0	0	0	11	0	0	0	3	0	0	1	52	80	1	81
04:45 PM	0	0	0	11	0	0	0	4	0	0	0	4	0	0	1	39	58	1	59
Total	0	2	0	55	2	0	0	34	0	1	0	10	0	2	3	154	253	10	263
05:00 PM	0	1	0	29	1	0	0	28	0	0	0	0	0	0	0	47	104	2	106
05:15 PM	0	2	0	19	0	1	0	13	0	0	1	0	0	2	0	35	67	6	73
05:30 PM	1	1	2	25	0	0	0	20	0	0	0	2	1	0	2	59	106	7	113
05:45 PM	0	0	0	31	0	0	0	18	0	1	0	0	0	0	1	41	90	2	92
Total	1	4	2	104	1	1	0	79	0	1	1	2	1	2	3	182	367	17	384
Grand Total	1	6	2	159	3	1	0	113	0	2	1	12	1	4	6	336	620	27	647
Apprch %	11.1	66.7	22.2		75	25	0		0	66.7	33.3		9.1	36.4	54.5				
Total %	3.7	22.2	7.4		11.1	3.7	0		0	7.4	3.7		3.7	14.8	22.2		95.8	4.2	

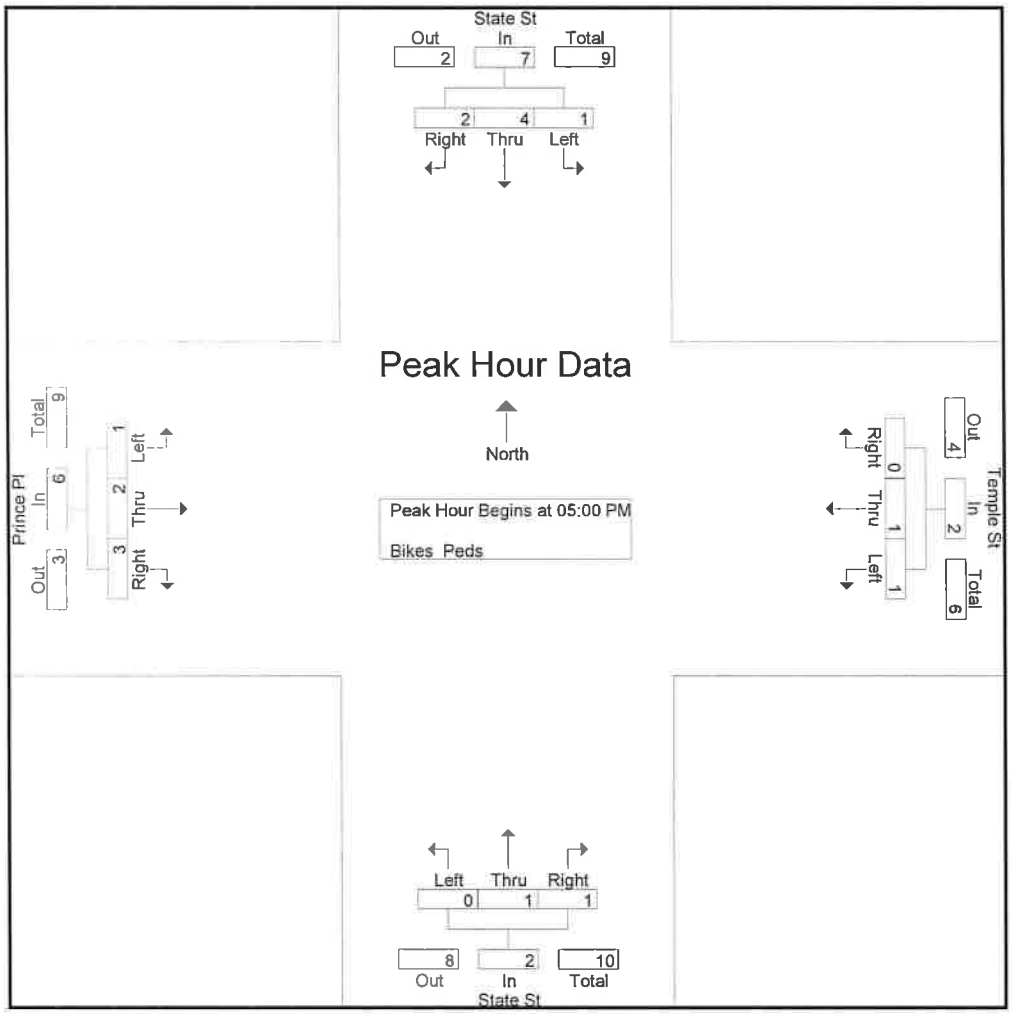
I/S Street : State Street
:/W Street: Temple St / Prince Pl
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	State St From North				Temple St From East				State St From South				Prince Pl From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	2	0	2	0	1	0	1	0	0	1	1	0	2	0	2	6
05:30 PM	1	1	2	4	0	0	0	0	0	0	0	0	1	0	2	3	7
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total Volume	1	4	2	7	1	1	0	2	0	1	1	2	1	2	3	6	17
% App. Total	14.3	57.1	28.6		50	50	0		0	50	50		16.7	33.3	50		
PHF	.250	.500	.250	.438	.250	.250	.000	.500	.000	.250	.250	.500	.250	.250	.375	.500	.607

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	**2**	0	2	0	0	0	0	0	0	0	0	0	**2**	0	2
+45 mins.	**1**	1	**2**	**4**	1	0	0	1	0	**1**	0	1	**1**	0	**2**	**3**
Total Volume	1	4	2	7	3	0	0	3	0	1	1	2	1	2	3	6
% App. Total	14.3	57.1	28.6		100	0	0		0	50	50		16.7	33.3	50	

Accurate Counts
978-664-2565

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	State St From North			Temple St From East			State St From South			Prince Pl From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	69	8	17	5	0	0	0	0	0	0	2	101
11:15 AM	0	85	2	16	4	0	0	0	0	0	0	5	112
11:30 AM	0	86	2	17	6	0	0	0	0	0	0	3	114
11:45 AM	0	83	2	21	5	0	0	0	0	0	0	1	112
Total	0	323	14	71	20	0	0	0	0	0	0	11	439
12:00 PM	0	70	11	14	4	0	0	0	0	0	0	4	103
12:15 PM	0	61	2	15	1	0	0	0	0	0	0	6	85
12:30 PM	0	60	2	16	2	0	0	0	0	0	0	3	83
12:45 PM	0	60	1	8	0	0	0	0	0	0	0	8	77
Total	0	251	16	53	7	0	0	0	0	0	0	21	348
01:00 PM	0	65	6	12	3	0	0	0	0	0	0	12	98
01:15 PM	0	63	3	14	3	0	0	0	0	0	0	5	88
01:30 PM	0	65	4	10	1	0	0	0	0	0	0	1	81
01:45 PM	0	64	5	7	7	0	0	0	0	0	0	2	85
Total	0	257	18	43	14	0	0	0	0	0	0	20	352
Grand Total	0	831	48	167	41	0	0	0	0	0	0	52	1139
Apprch %	0	94.5	5.5	80.3	19.7	0	0	0	0	0	0	100	
Total %	0	73	4.2	14.7	3.6	0	0	0	0	0	0	4.6	
Cars	0	824	47	167	41	0	0	0	0	0	0	52	1131
% Cars	0	99.2	97.9	100	100	0	0	0	0	0	0	100	99.3
Trucks	0	7	1	0	0	0	0	0	0	0	0	0	8
% Trucks	0	0.8	2.1	0	0	0	0	0	0	0	0	0	0.7

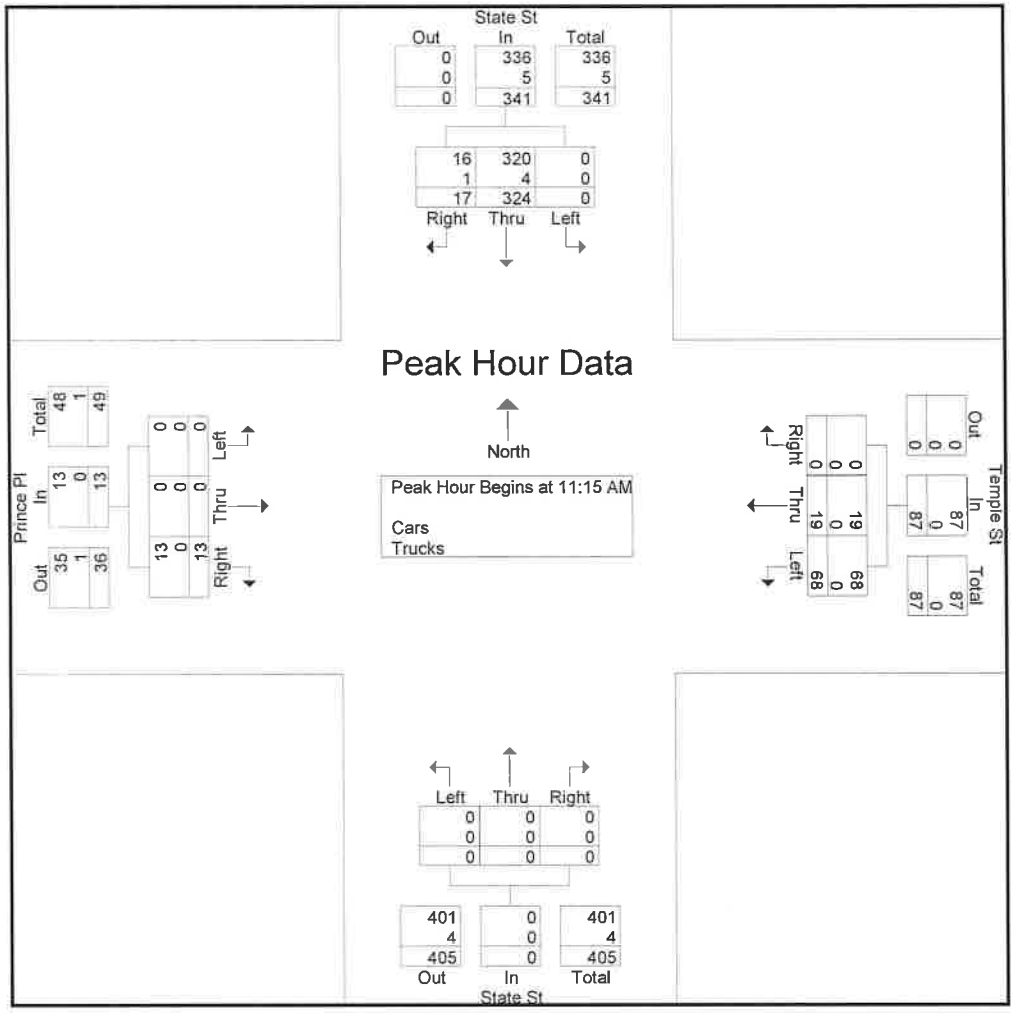
N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 2

	State St From North				Temple St From East				State St From South				Prince Pl From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	85	2	87	16	4	0	20	0	0	0	0	0	0	**5**	**5**	112
11:30 AM	0	**86**	2	**88**	17	**6**	0	23	0	0	0	0	0	0	3	3	**114**
11:45 AM	0	83	2	85	**21**	5	0	**26**	0	0	0	0	0	0	1	1	112
12:00 PM	0	70	**11**	81	14	4	0	18	0	0	0	0	0	0	4	4	103
Total Volume	0	324	17	341	68	19	0	87	0	0	0	0	0	0	13	13	441
% App. Total	0	95	5		78.2	21.8	0		0	0	0		0	0	100		
PHF	.000	.942	.386	.969	.810	.792	.000	.837	.000	.000	.000	.000	.000	.000	.650	.650	.967
Cars	0	320	16	336	68	19	0	87	0	0	0	0	0	0	13	13	436
% Cars	0	98.8	94.1	98.5	100	100	0	100	0	0	0	0	0	0	100	100	98.9
Trucks	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
% Trucks	0	1.2	5.9	1.5	0	0	0	0	0	0	0	0	0	0	0	0	1.1

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM				11:00 AM				11:00 AM				12:15 PM			
+0 mins.	0	85	2	87	17	5	0	22	0	0	0	0	0	0	6	6
+15 mins.	0	**86**	2	**88**	16	4	0	20	0	0	0	0	0	0	3	3
+30 mins.	0	83	2	85	17	**6**	0	23	0	0	0	0	0	0	8	8
+45 mins.	0	70	**11**	81	**21**	5	0	**26**	0	0	0	0	0	0	**12**	**12**
Total Volume	0	324	17	341	71	20	0	91	0	0	0	0	0	0	29	29
% App. Total	0	95	5		78	22	0		0	0	0		0	0	100	
PHF	.000	.942	.386	.969	.845	.833	.000	.875	.000	.000	.000	.000	.000	.000	.604	.604

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	State St From North			Temple St From East			State St From South			Prince Pl From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	69	8	17	5	0	0	0	0	0	0	2	101
11:15 AM	0	83	2	16	4	0	0	0	0	0	0	5	110
11:30 AM	0	86	1	17	6	0	0	0	0	0	0	3	113
11:45 AM	0	81	2	21	5	0	0	0	0	0	0	1	110
Total	0	319	13	71	20	0	0	0	0	0	0	11	434
12:00 PM	0	70	11	14	4	0	0	0	0	0	0	4	103
12:15 PM	0	61	2	15	1	0	0	0	0	0	0	6	85
12:30 PM	0	59	2	16	2	0	0	0	0	0	0	3	82
12:45 PM	0	59	1	8	0	0	0	0	0	0	0	8	76
Total	0	249	16	53	7	0	0	0	0	0	0	21	346
01:00 PM	0	65	6	12	3	0	0	0	0	0	0	12	98
01:15 PM	0	63	3	14	3	0	0	0	0	0	0	5	88
01:30 PM	0	64	4	10	1	0	0	0	0	0	0	1	80
01:45 PM	0	64	5	7	7	0	0	0	0	0	0	2	85
Total	0	256	18	43	14	0	0	0	0	0	0	20	351
Grand Total	0	824	47	167	41	0	0	0	0	0	0	52	1131
Apprch %	0	94.6	5.4	80.3	19.7	0	0	0	0	0	0	100	
Total %	0	72.9	4.2	14.8	3.6	0	0	0	0	0	0	4.6	

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	State St From North			Temple St From East			State St From South			Prince Pl From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	1	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	7	1	0	0	0	0	0	0	0	0	0	8
Apprch %	0	87.5	12.5	0	0	0	0	0	0	0	0	0	
Total %	0	87.5	12.5	0	0	0	0	0	0	0	0	0	

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	State St From North				Temple St From East				State St From South				Prince Pl From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	1	0	0	0	0	0	18	0	0	0	3	1	0	1	14	35	3	38
11:15 AM	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	24	37	0	37
11:30 AM	0	0	0	7	0	1	0	11	0	2	0	0	0	0	0	10	28	3	31
11:45 AM	0	0	0	6	0	0	0	6	0	0	0	1	0	0	0	17	30	0	30
Total	0	1	0	21	0	1	0	40	0	2	0	4	1	0	1	65	130	6	136
12:00 PM	0	1	0	6	0	0	0	2	0	0	0	0	0	0	0	25	33	1	34
12:15 PM	0	1	0	5	0	0	0	5	0	1	0	1	0	0	0	25	36	2	38
12:30 PM	0	0	0	7	0	1	1	9	0	0	0	5	0	1	0	27	48	3	51
12:45 PM	0	1	0	18	0	0	0	11	0	0	0	5	0	0	0	57	91	1	92
Total	0	3	0	36	0	1	1	27	0	1	0	11	0	1	0	134	208	7	215
01:00 PM	0	0	0	8	0	0	0	22	0	0	0	0	0	0	0	28	58	0	58
01:15 PM	0	1	0	7	0	0	0	17	0	0	0	2	0	0	0	29	55	1	56
01:30 PM	0	0	0	15	0	0	0	20	0	0	0	0	0	1	0	37	72	1	73
01:45 PM	0	2	0	8	0	0	0	6	0	0	0	8	0	0	0	31	53	2	55
Total	0	3	0	38	0	0	0	65	0	0	0	10	0	1	0	125	238	4	242
Grand Total	0	7	0	95	0	2	1	132	0	3	0	25	1	2	1	324	576	17	593
Apprch %	0	100	0		0	66.7	33.3		0	100	0		25	50	25				
Total %	0	41.2	0		0	11.8	5.9		0	17.6	0		5.9	11.8	5.9		97.1	2.9	

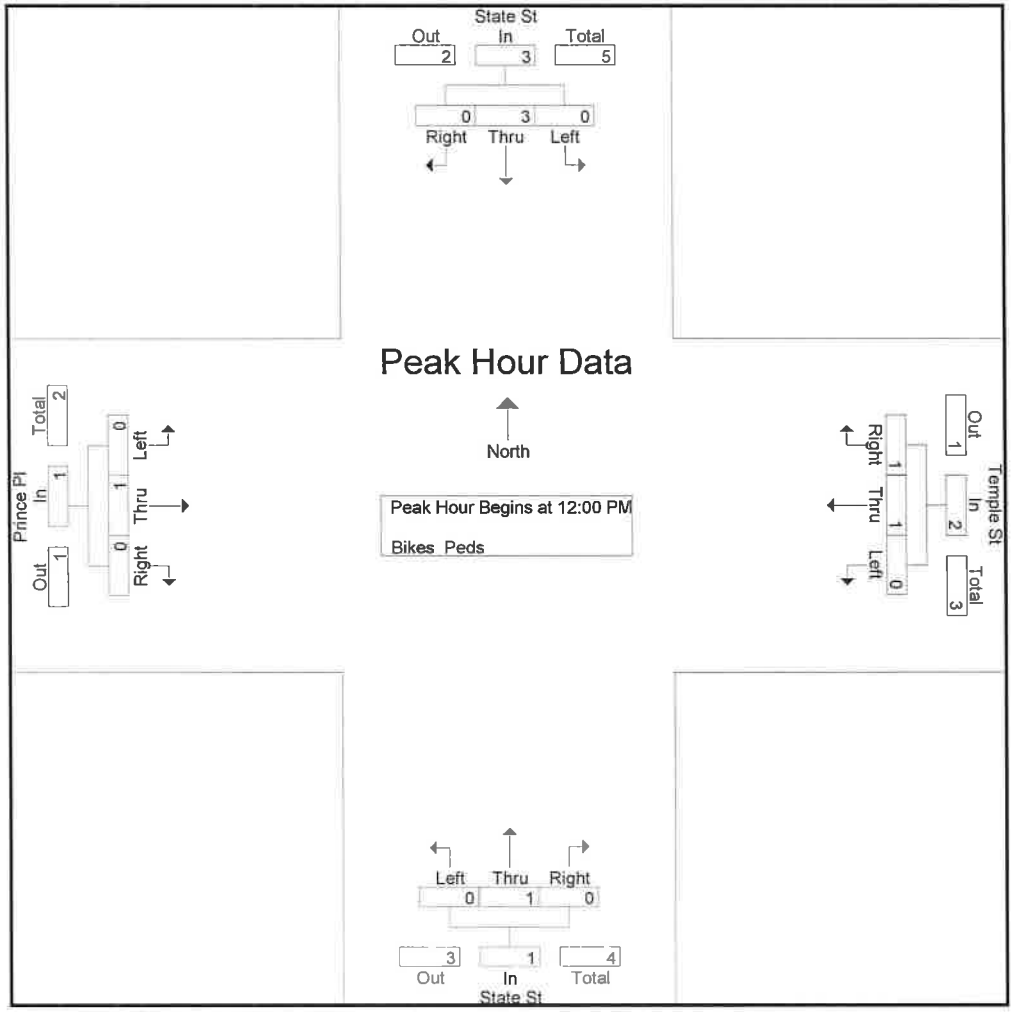
N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 14

	State St From North				Temple St From East				State St From South				Prince Pl From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
12:30 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	**1**	**3**
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	1	1	2	0	1	0	1	0	1	0	1	7
% App. Total	0	100	0		0	50	50		0	100	0		0	100	0		
PHF	.000	.750	.000	.750	.000	.250	.250	.250	.000	.250	.000	.250	.000	.250	.000	.250	.583

N/S Street : State Street
E/W Street: Temple St / Prince Pl
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM				11:45 AM				11:30 AM				11:00 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**1**	0	**1**	**2**
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	**1**	**1**	**2**	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	0	1	1	2	0	3	0	3	1	0	1	2
% App. Total	0	100	0		0	50	50		0	100	0		50	0	50	
PHF	.000	.750	.000	.750	.000	.250	.250	.250	.000	.375	.000	.375	.250	.000	.250	.250

Accurate Counts
978-664-2565

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North			Temple St From East			Fair St From South			Temple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	4	0	1	1	7	15	0	0	0	0	28
07:15 AM	0	2	4	0	1	0	6	11	0	0	0	0	24
07:30 AM	0	2	5	0	3	1	7	22	0	0	0	0	40
07:45 AM	0	1	6	0	0	0	14	23	0	0	0	0	44
Total	0	5	19	0	5	2	34	71	0	0	0	0	136
08:00 AM	0	2	4	0	1	0	23	22	0	0	0	0	52
08:15 AM	0	0	10	0	4	0	14	19	0	0	0	0	47
08:30 AM	0	0	8	0	2	1	17	22	0	1	0	1	52
08:45 AM	0	0	5	1	6	0	17	28	0	0	0	0	57
Total	0	2	27	1	13	1	71	91	0	1	0	1	208
Grand Total	0	7	46	1	18	3	105	162	0	1	0	1	344
Apprch %	0	13.2	86.8	4.5	81.8	13.6	39.3	60.7	0	50	0	50	
Total %	0	2	13.4	0.3	5.2	0.9	30.5	47.1	0	0.3	0	0.3	
Cars	0	6	46	1	18	3	105	162	0	1	0	1	343
% Cars	0	85.7	100	100	100	100	100	100	0	100	0	100	99.7
Trucks	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	14.3	0	0	0	0	0	0	0	0	0	0	0.3

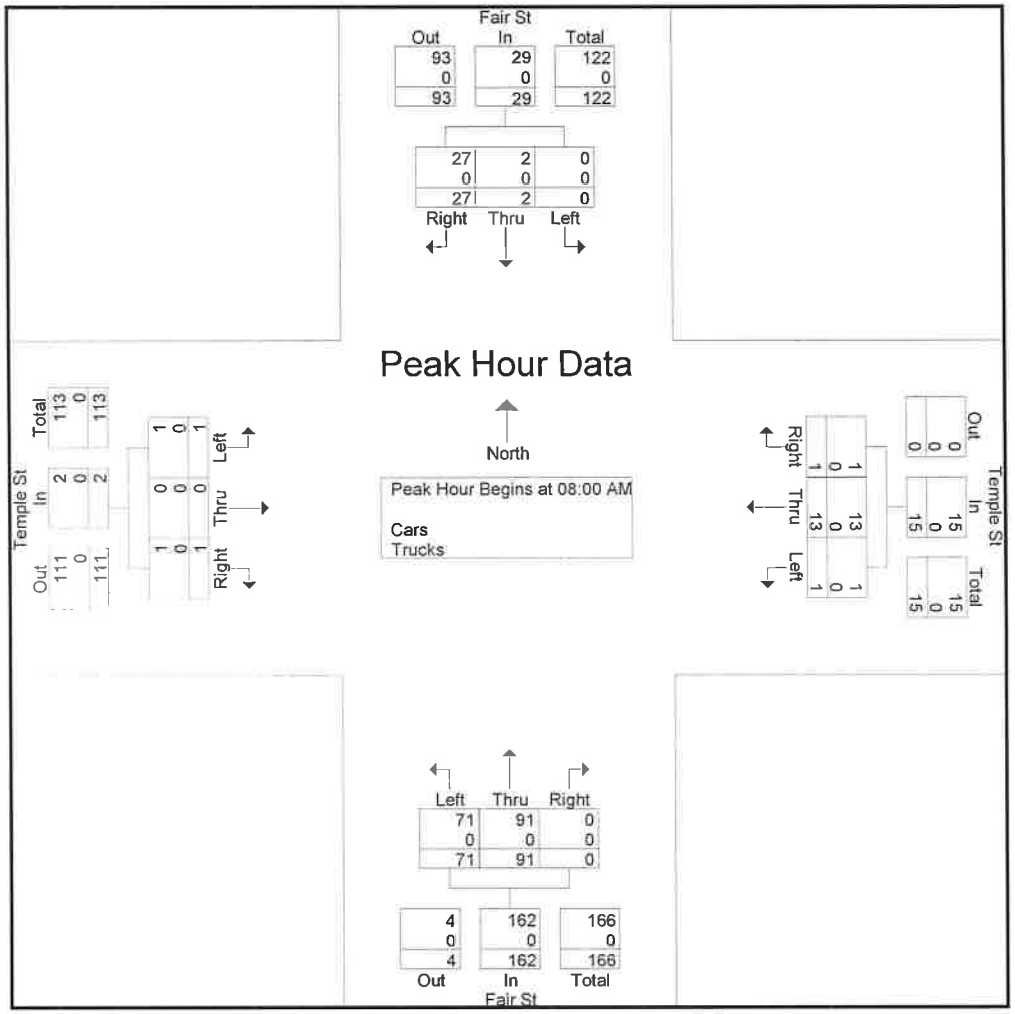
N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018

	Fair St From North				Temple St From East				Fair St From South				Temple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**2**	4	6	0	1	0	1	**23**	22	0	**45**	0	0	0	0	52
08:15 AM	0	0	**10**	**10**	0	4	0	4	14	19	0	33	0	0	0	0	47
08:30 AM	0	0	8	8	0	2	**1**	3	17	22	0	39	**1**	0	**1**	**2**	52
08:45 AM	0	0	5	5	**1**	**6**	0	**7**	17	**28**	0	45	0	0	0	0	**57**
Total Volume	0	2	27	29	1	13	1	15	71	91	0	162	1	0	1	2	208
% App. Total	0	6.9	93.1		6.7	86.7	6.7		43.8	56.2	0		50	0	50		
PHF	.000	.250	.675	.725	.250	.542	.250	.536	.772	.813	.000	.900	.250	.000	.250	.250	.912
Cars	0	2	27	29	1	13	1	15	71	91	0	162	1	0	1	2	208
% Cars	0	100	100	100	100	100	100	100	100	100	0	100	100	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	0	1	6	7	0	1	0	1	**23**	22	0	**45**	0	0	0	0
+15 mins.	0	**2**	4	6	0	4	0	4	14	19	0	33	0	0	0	0
+30 mins.	0	0	**10**	**10**	0	2	**1**	3	17	22	0	39	0	0	0	0
+45 mins.	0	0	8	8	**1**	**6**	0	**7**	17	**28**	0	45	**1**	0	**1**	**2**
Total Volume	0	3	28	31	1	13	1	15	71	91	0	162	1	0	1	2
% App. Total	0	9.7	90.3		6.7	86.7	6.7		43.8	56.2	0		50	0	50	

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Fair St From North			Temple St From East			Fair St From South			Temple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	4	0	1	1	7	15	0	0	0	0	28
07:15 AM	0	2	4	0	1	0	6	11	0	0	0	0	24
07:30 AM	0	2	5	0	3	1	7	22	0	0	0	0	40
07:45 AM	0	0	6	0	0	0	14	23	0	0	0	0	43
Total	0	4	19	0	5	2	34	71	0	0	0	0	135
08:00 AM	0	2	4	0	1	0	23	22	0	0	0	0	52
08:15 AM	0	0	10	0	4	0	14	19	0	0	0	0	47
08:30 AM	0	0	8	0	2	1	17	22	0	1	0	1	52
08:45 AM	0	0	5	1	6	0	17	28	0	0	0	0	57
Total	0	2	27	1	13	1	71	91	0	1	0	1	208
Grand Total	0	6	46	1	18	3	105	162	0	1	0	1	343
Apprch %	0	11.5	88.5	4.5	81.8	13.6	39.3	60.7	0	50	0	50	
Total %	0	1.7	13.4	0.3	5.2	0.9	30.6	47.2	0	0.3	0	0.3	

Accurate Counts
978-664-2565

/S Street : Fair Street
/W Street : Temple Street
ity/State : Newburyport, MA
/eather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Fair St From North			Temple St From East			Fair St From South			Temple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0	0	0	0	0	0	0	0	0	
Total %	0	100	0	0	0	0	0	0	0	0	0	0	

/S Street : Fair Street
/W Street : Temple Street
ity/State : Newburyport, MA
/eather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Fair St From North				Temple St From East				Fair St From South				Temple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	4	0	0	0	1	0	0	0	0	0	0	0	0	5	2	7
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0	0	4	1	5
Total	0	1	1	6	0	0	0	4	0	3	0	1	0	0	0	2	13	5	18
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	5	0	1	0	0	0	0	0	2	0	0	0	0	7	1	8
08:30 AM	0	1	0	2	0	1	0	0	0	1	0	6	0	0	0	5	13	3	16
08:45 AM	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	3	6	3	9
Total	0	1	1	7	0	2	1	1	1	3	0	10	0	0	0	8	26	9	35
Grand Total	0	2	2	13	0	2	1	5	1	6	0	11	0	0	0	10	39	14	53
Apprch %	0	50	50		0	66.7	33.3		14.3	85.7	0		0	0	0				
Total %	0	14.3	14.3		0	14.3	7.1		7.1	42.9	0		0	0	0		73.6	26.4	

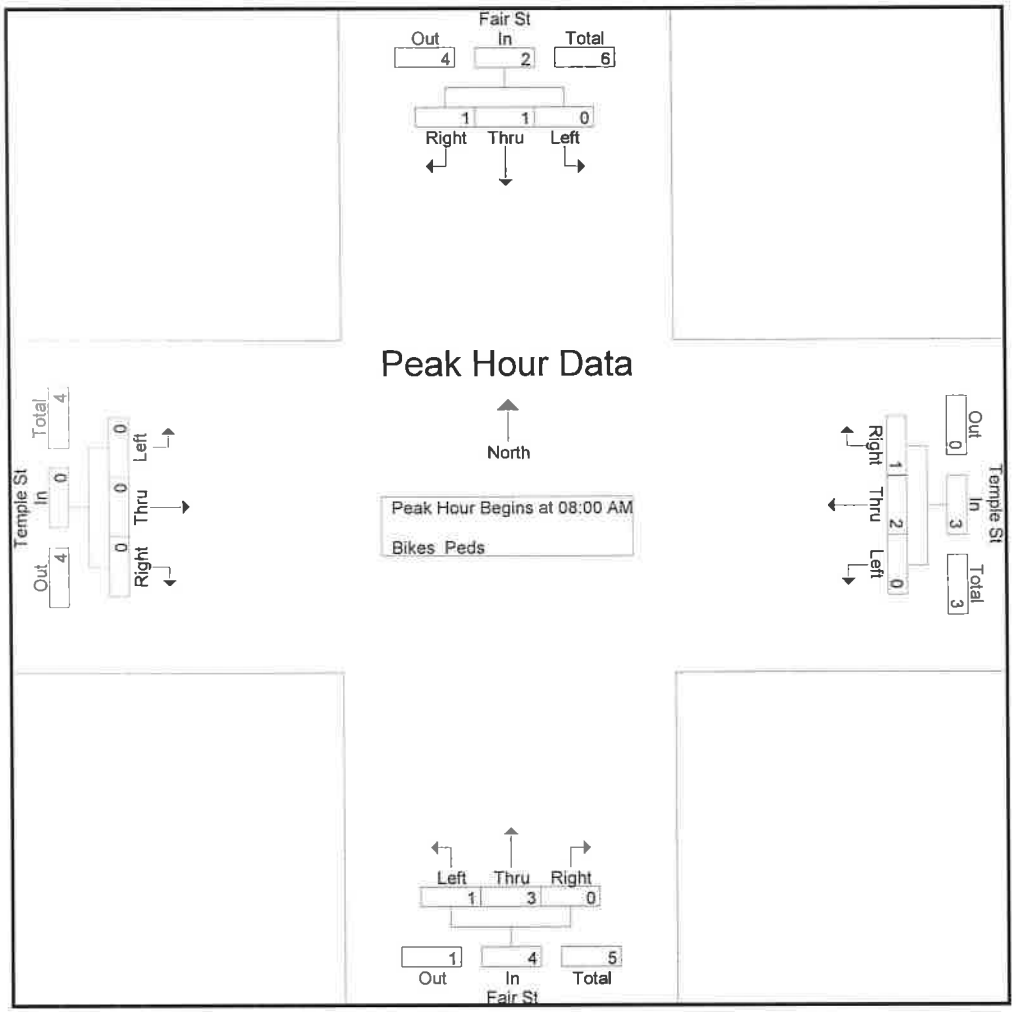
/S Street : Fair Street
/W Street : Temple Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Fair St From North				Temple St From East				Fair St From South				Temple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	1	1	0	0	1	1	1	0	0	1	0	0	0	0	3
Total Volume	0	1	1	2	0	2	1	3	1	3	0	4	0	0	0	0	9
% App. Total	0	50	50		0	66.7	33.3		25	75	0		0	0	0		
PHF	.000	.250	.250	.500	.000	.500	.250	.750	.250	.375	.000	.500	.000	.000	.000	.000	.750

/S Street : Fair Street
/W Street : Temple Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	1	0	2	0	2	0	0	0	0
Total Volume	0	1	1	2	0	2	1	3	0	5	0	5	0	0	0	0
% App. Total	0	50	50		0	66.7	33.3		0	100	0		0	0	0	

Accurate Counts
978-664-2565

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North			Temple St From East			Fair St From South			Temple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	1	1	7	1	0	0	14	28	0	0	0	0	52
04:15 PM	0	4	11	0	0	1	9	18	0	0	0	0	43
04:30 PM	0	4	8	0	1	3	9	35	0	0	0	0	60
04:45 PM	0	1	6	0	1	2	12	33	0	0	0	0	55
Total	1	10	32	1	2	6	44	114	0	0	0	0	210
05:00 PM	0	4	8	1	3	1	10	34	0	0	0	0	61
05:15 PM	0	2	8	1	2	2	20	35	0	0	0	0	70
05:30 PM	0	1	9	0	0	0	10	39	0	0	0	0	59
05:45 PM	0	4	14	0	0	0	17	46	1	0	0	0	82
Total	0	11	39	2	5	3	57	154	1	0	0	0	272
Grand Total	1	21	71	3	7	9	101	268	1	0	0	0	482
Apprch %	1.1	22.6	76.3	15.8	36.8	47.4	27.3	72.4	0.3	0	0	0	
Total %	0.2	4.4	14.7	0.6	1.5	1.9	21	55.6	0.2	0	0	0	
Cars	1	21	71	3	7	9	101	268	1	0	0	0	482
% Cars	100	100	100	100	100	100	100	100	100	0	0	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

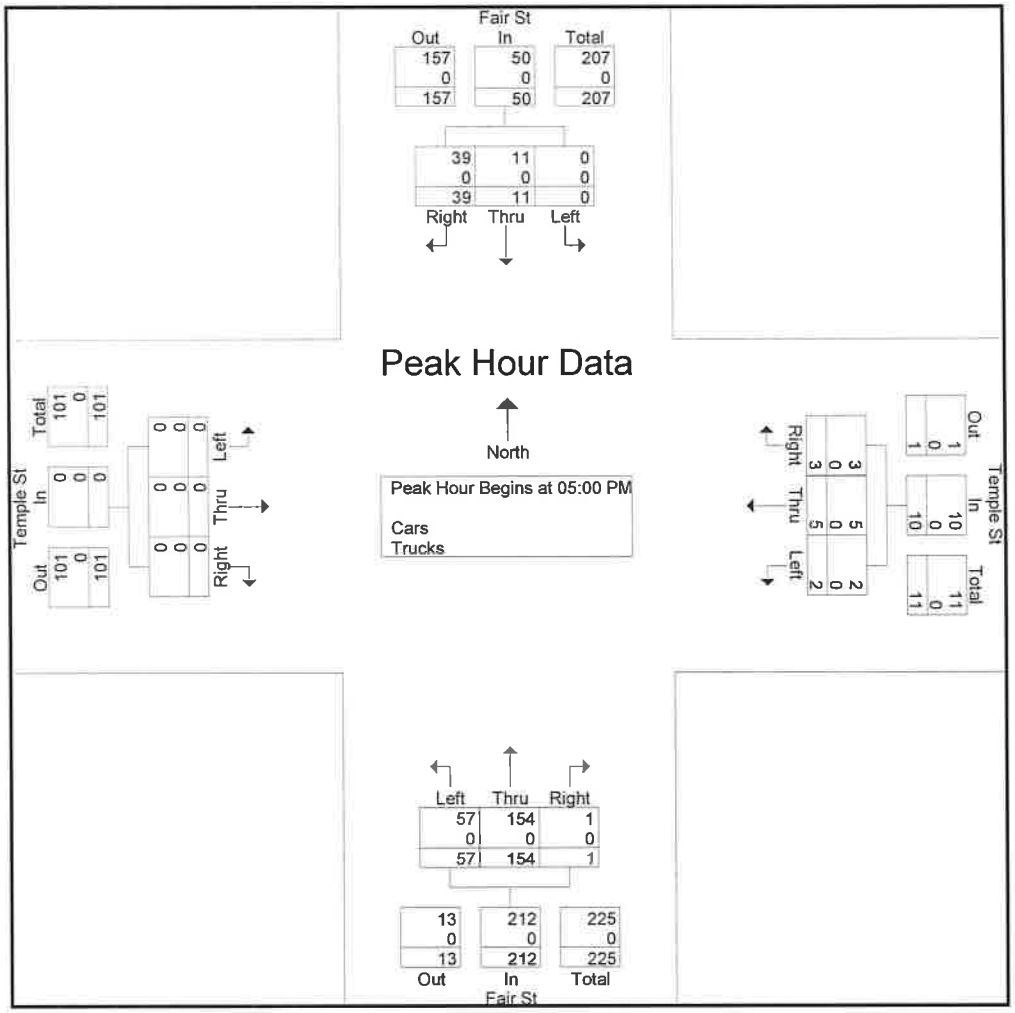
/S Street : Fair Street
/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 2

	Fair St From North				Temple St From East				Fair St From South				Temple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**4**	8	12	**1**	**3**	1	**5**	10	34	0	44	0	0	0	0	61
05:15 PM	0	2	8	10	1	2	**2**	5	**20**	35	0	55	0	0	0	0	70
05:30 PM	0	1	9	10	0	0	0	0	10	39	0	49	0	0	0	0	59
05:45 PM	0	4	**14**	**18**	0	0	0	0	17	**46**	**1**	**64**	0	0	0	0	**82**
Total Volume	0	11	39	50	2	5	3	10	57	154	1	212	0	0	0	0	272
% App. Total	0	22	78		20	50	30		26.9	72.6	0.5		0	0	0		
PHF	.000	.688	.696	.694	.500	.417	.375	.500	.713	.837	.250	.828	.000	.000	.000	.000	.829
Cars	0	11	39	50	2	5	3	10	57	154	1	212	0	0	0	0	272
% Cars	0	100	100	100	100	100	100	100	100	100	100	100	0	0	0	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	0	**4**	8	12	0	1	**3**	4	10	34	0	44	0	0	0	0
+15 mins.	0	2	8	10	0	1	2	3	**20**	35	0	55	0	0	0	0
+30 mins.	0	1	9	10	**1**	**3**	1	**5**	10	39	0	49	0	0	0	0
+45 mins.	0	4	**14**	**18**	1	2	2	5	17	**46**	**1**	**64**	0	0	0	0
Total Volume	0	11	39	50	2	7	8	17	57	154	1	212	0	0	0	0
% App. Total	0	22	78		11.8	41.2	47.1		26.9	72.6	0.5		0	0	0	

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Fair St From North			Temple St From East			Fair St From South			Temple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	1	1	7	1	0	0	14	28	0	0	0	0	52
04:15 PM	0	4	11	0	0	1	9	18	0	0	0	0	43
04:30 PM	0	4	8	0	1	3	9	35	0	0	0	0	60
04:45 PM	0	1	6	0	1	2	12	33	0	0	0	0	55
Total	1	10	32	1	2	6	44	114	0	0	0	0	210
05:00 PM	0	4	8	1	3	1	10	34	0	0	0	0	61
05:15 PM	0	2	8	1	2	2	20	35	0	0	0	0	70
05:30 PM	0	1	9	0	0	0	10	39	0	0	0	0	59
05:45 PM	0	4	14	0	0	0	17	46	1	0	0	0	82
Total	0	11	39	2	5	3	57	154	1	0	0	0	272
Grand Total	1	21	71	3	7	9	101	268	1	0	0	0	482
Apprch %	1.1	22.6	76.3	15.8	36.8	47.4	27.3	72.4	0.3	0	0	0	
Total %	0.2	4.4	14.7	0.6	1.5	1.9	21	55.6	0.2	0	0	0	

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Fair St From North			Temple St From East			Fair St From South			Temple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Fair St From North				Temple St From East				Fair St From South				Temple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	0	0	1	0	1	0	0	0	3	0	1	3	4	7
04:15 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0	0	2	3	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	1	3
04:45 PM	0	0	0	0	0	0	0	6	0	1	0	2	0	0	0	0	8	1	9
Total	0	0	1	1	0	1	0	8	0	2	0	4	0	5	0	2	15	9	24
05:00 PM	0	1	3	1	0	0	0	0	0	0	0	2	0	0	0	3	6	4	10
05:15 PM	0	0	1	6	0	0	0	6	0	0	0	4	1	0	0	0	16	2	18
05:30 PM	0	0	0	19	0	0	0	2	0	2	0	14	0	1	0	0	35	3	38
05:45 PM	0	1	0	24	0	0	0	3	0	5	1	7	0	0	0	0	34	7	41
Total	0	2	4	50	0	0	0	11	0	7	1	27	1	1	0	3	91	16	107
Grand Total	0	2	5	51	0	1	0	19	0	9	1	31	1	6	0	5	106	25	131
Apprch %	0	28.6	71.4		0	100	0		0	90	10		14.3	85.7	0				
Total %	0	8	20		0	4	0		0	36	4		4	24	0		80.9	19.1	

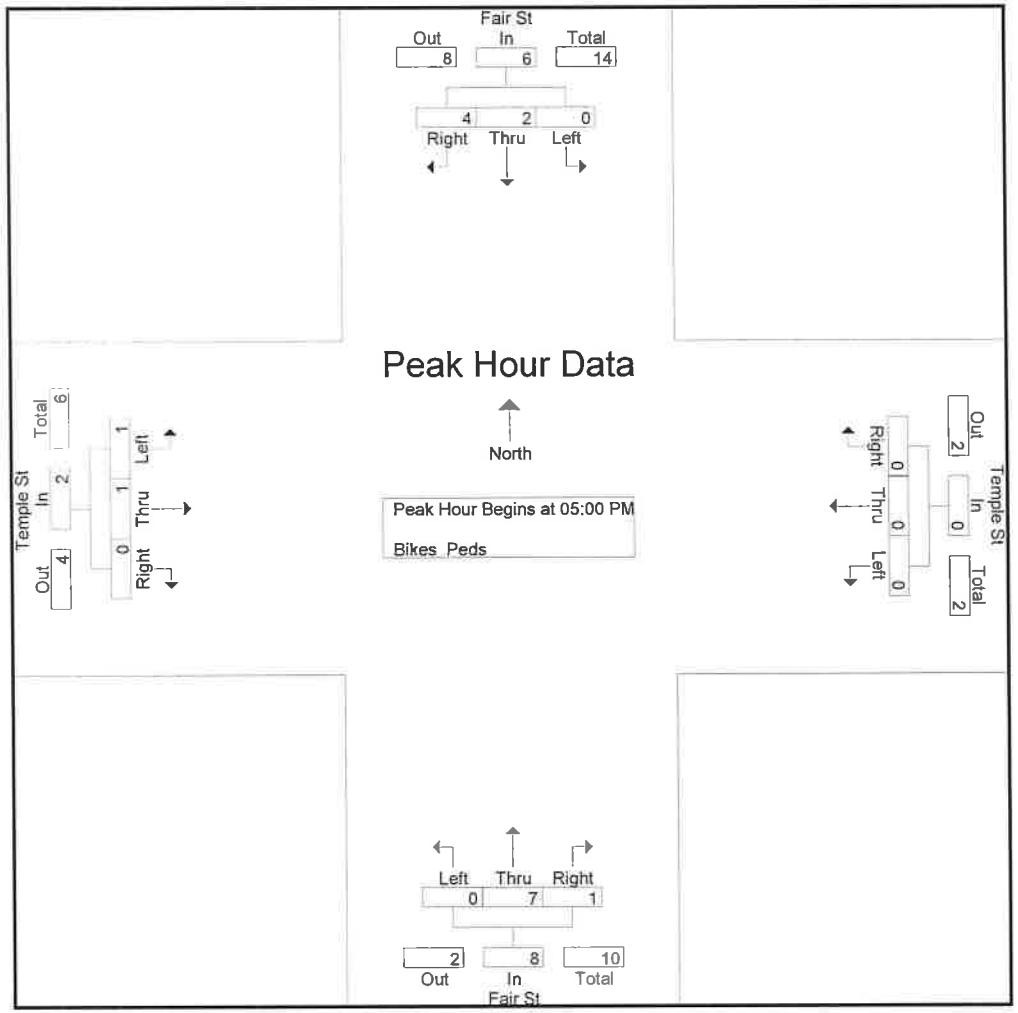
/S Street : Fair Street
/W Street : Temple Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Fair St From North				Temple St From East				Fair St From South				Temple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**1**	3	**4**	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	**1**	0	1	3
05:45 PM	0	1	0	1	0	0	0	0	0	**5**	**1**	**6**	0	0	0	0	**7**
Total Volume	0	2	4	6	0	0	0	0	0	7	1	8	1	1	0	2	16
% App. Total	0	33.3	66.7		0	0	0		0	87.5	12.5		50	50	0		
PHF	.000	.500	.333	.375	.000	.000	.000	.000	.000	.350	.250	.333	.250	.250	.000	.500	.571

/S Street : Fair Street
/W Street : Temple Street
ity/State : Newburyport, MA
/eather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	1	3	4	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	5	1	6	0	0	0	0
Total Volume	0	2	4	6	0	1	0	1	0	7	1	8	0	5	0	5
% App. Total	0	33.3	66.7		0	100	0		0	87.5	12.5		0	100	0	

Accurate Counts
978-664-2565

/S Street : Fair Street
/W Street : Temple Street
ity/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North			Temple St From East			Fair St From South			Temple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	3	7	1	4	0	16	39	0	0	0	0	70
11:15 AM	0	1	5	0	2	1	15	35	0	0	0	0	59
11:30 AM	0	3	7	0	6	0	13	30	0	0	0	0	59
11:45 AM	0	1	5	0	4	2	13	39	0	0	0	0	64
Total	0	8	24	1	16	3	57	143	0	0	0	0	252
12:00 PM	0	1	6	1	0	0	14	31	0	0	0	0	53
12:15 PM	0	1	7	3	3	3	6	30	0	0	0	0	53
12:30 PM	0	0	7	0	2	0	10	30	0	0	0	0	49
12:45 PM	0	2	4	0	1	0	4	28	0	0	0	0	39
Total	0	4	24	4	6	3	34	119	0	0	0	0	194
01:00 PM	1	1	7	0	2	1	8	34	0	0	0	0	54
01:15 PM	0	0	6	0	2	1	11	29	0	0	0	0	49
01:30 PM	0	0	6	0	3	1	10	25	0	0	0	0	45
01:45 PM	0	1	2	1	1	2	9	22	0	0	0	0	38
Total	1	2	21	1	8	5	38	110	0	0	0	0	186
Grand Total	1	14	69	6	30	11	129	372	0	0	0	0	632
Apprch %	1.2	16.7	82.1	12.8	63.8	23.4	25.7	74.3	0	0	0	0	
Total %	0.2	2.2	10.9	0.9	4.7	1.7	20.4	58.9	0	0	0	0	
Cars	1	14	69	6	30	11	129	372	0	0	0	0	632
% Cars	100	100	100	100	100	100	100	100	0	0	0	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

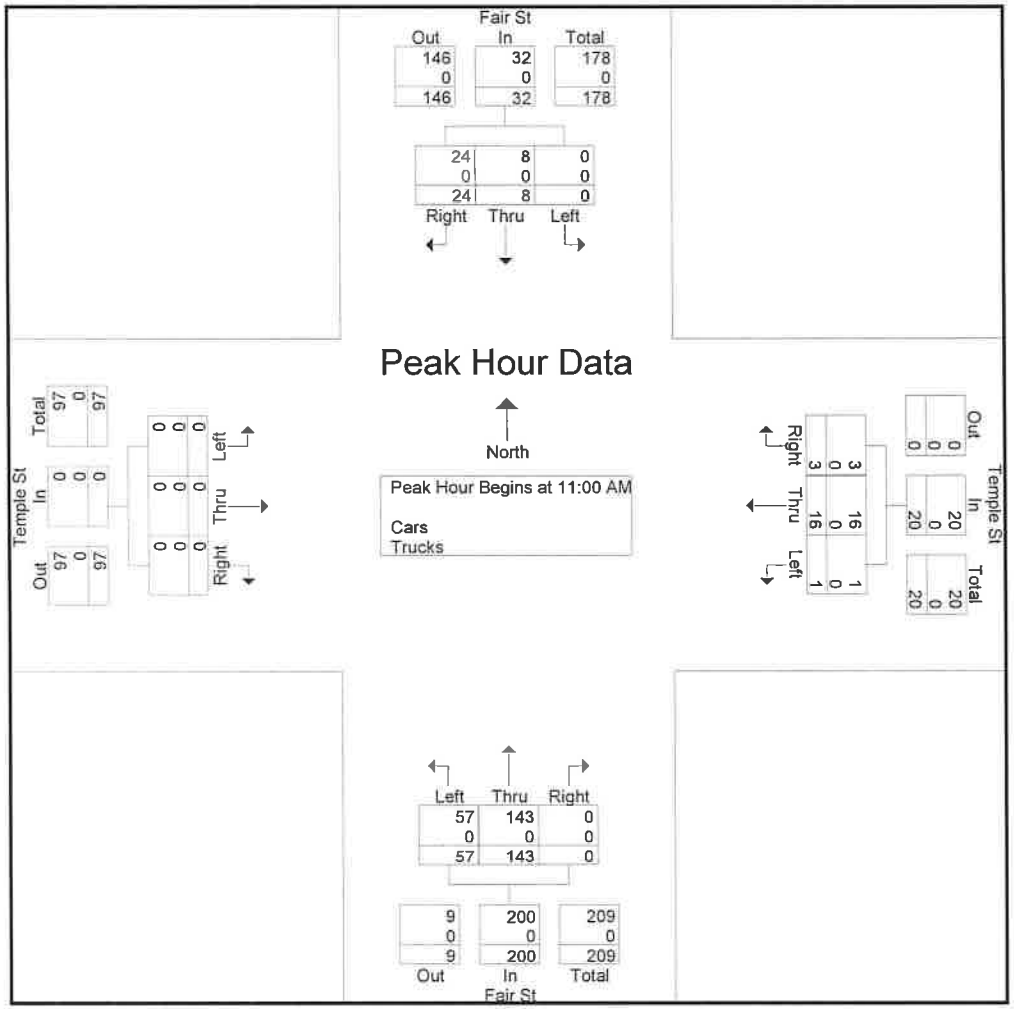
N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 2

	Fair St From North				Temple St From East				Fair St From South				Temple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	**3**	**7**	**10**	**1**	4	0	5	**16**	**39**	0	**55**	0	0	0	0	**70**
11:15 AM	0	1	5	6	0	2	1	3	15	35	0	50	0	0	0	0	59
11:30 AM	0	3	7	10	0	**6**	0	**6**	13	30	0	43	0	0	0	0	59
11:45 AM	0	1	5	6	0	4	**2**	6	13	39	0	52	0	0	0	0	64
Total Volume	0	8	24	32	1	16	3	20	57	143	0	200	0	0	0	0	252
% App. Total	0	25	75		5	80	15		28.5	71.5	0		0	0	0		
PHF	.000	.667	.857	.800	.250	.667	.375	.833	.891	.917	.000	.909	.000	.000	.000	.000	.900
Cars	0	8	24	32	1	16	3	20	57	143	0	200	0	0	0	0	252
% Cars	0	100	100	100	100	100	100	100	100	100	0	100	0	0	0	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:30 AM				11:00 AM				11:00 AM			
+0 mins.	0	**3**	**7**	**10**	0	**6**	0	6	**16**	**39**	0	**55**	0	0	0	0
+15 mins.	0	1	5	6	0	4	2	6	15	35	0	50	0	0	0	0
+30 mins.	0	3	7	10	1	0	0	1	13	30	0	43	0	0	0	0
+45 mins.	0	1	5	6	**3**	3	**3**	**9**	13	39	0	52	0	0	0	0
Total Volume	0	8	24	32	4	13	5	22	57	143	0	200	0	0	0	0
% App. Total	0	25	75		18.2	59.1	22.7		28.5	71.5	0		0	0	0	
PHF	.000	.667	.857	.800	.333	.542	.417	.611	.891	.917	.000	.909	.000	.000	.000	.000

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Fair St From North			Temple St From East			Fair St From South			Temple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	3	7	1	4	0	16	39	0	0	0	0	70
11:15 AM	0	1	5	0	2	1	15	35	0	0	0	0	59
11:30 AM	0	3	7	0	6	0	13	30	0	0	0	0	59
11:45 AM	0	1	5	0	4	2	13	39	0	0	0	0	64
Total	0	8	24	1	16	3	57	143	0	0	0	0	252
12:00 PM	0	1	6	1	0	0	14	31	0	0	0	0	53
12:15 PM	0	1	7	3	3	3	6	30	0	0	0	0	53
12:30 PM	0	0	7	0	2	0	10	30	0	0	0	0	49
12:45 PM	0	2	4	0	1	0	4	28	0	0	0	0	39
Total	0	4	24	4	6	3	34	119	0	0	0	0	194
01:00 PM	1	1	7	0	2	1	8	34	0	0	0	0	54
01:15 PM	0	0	6	0	2	1	11	29	0	0	0	0	49
01:30 PM	0	0	6	0	3	1	10	25	0	0	0	0	45
01:45 PM	0	1	2	1	1	2	9	22	0	0	0	0	38
Total	1	2	21	1	8	5	38	110	0	0	0	0	186
Grand Total	1	14	69	6	30	11	129	372	0	0	0	0	632
Apprch %	1.2	16.7	82.1	12.8	63.8	23.4	25.7	74.3	0	0	0	0	
Total %	0.2	2.2	10.9	0.9	4.7	1.7	20.4	58.9	0	0	0	0	

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	Fair St From North			Temple St From East			Fair St From South			Temple St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	Fair St From North				Temple St From East				Fair St From South				Temple St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	3	0	0	0	1	1	0	0	0	6	1	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	1	4	1	5
Total	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	1	4	1	5
01:00 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	3
01:15 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	6	0	6
01:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4	0	4
01:45 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	3	1	4
Total	0	0	1	9	0	0	0	0	0	0	0	1	0	0	0	6	16	1	17
Grand Total	0	0	1	12	0	0	0	4	0	1	0	3	1	0	0	7	26	3	29
Apprch %	0	0	100		0	0	0		0	100	0		100	0	0				
Total %	0	0	33.3		0	0	0		0	33.3	0		33.3	0	0		89.7	10.3	

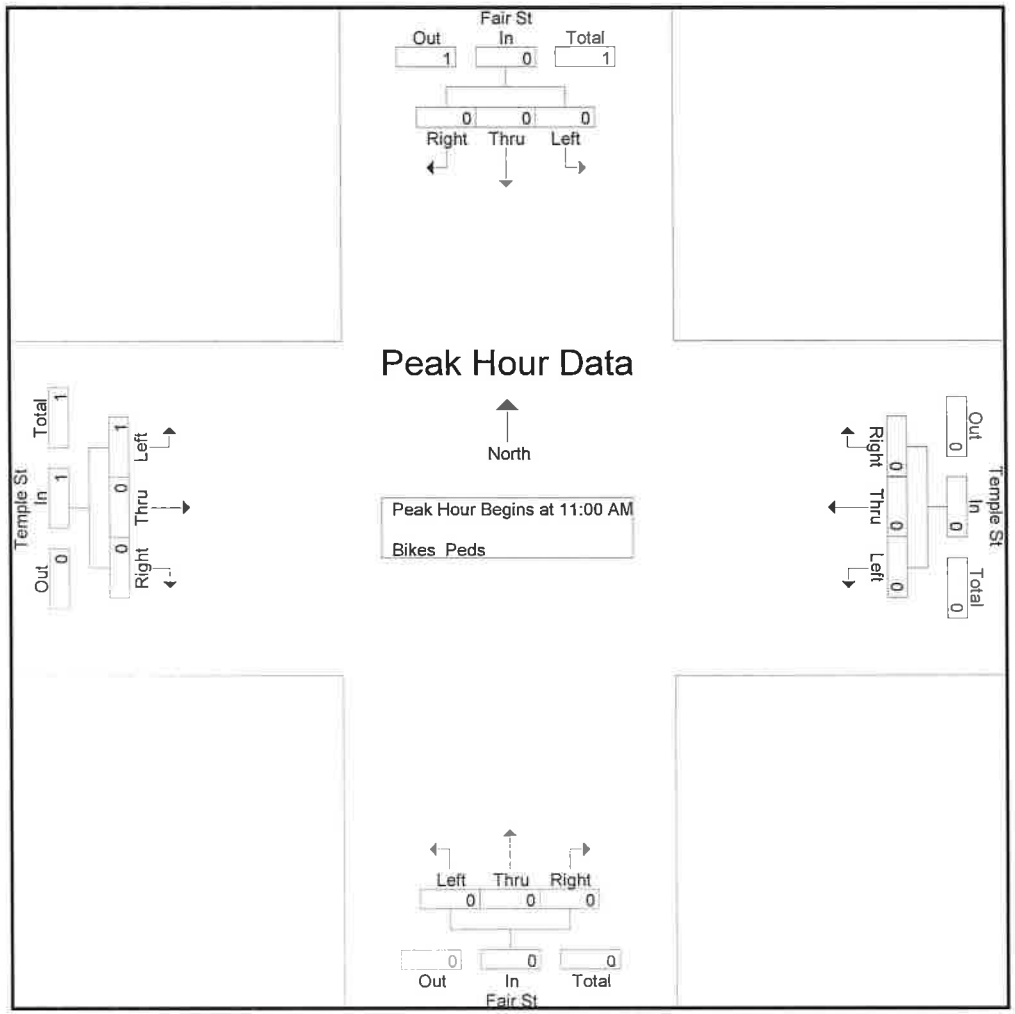
N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 14

	Fair St From North				Temple St From East				Fair St From South				Temple St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

N/S Street : Fair Street
E/W Street : Temple Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				11:00 AM				12:00 PM				11:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+45 mins.	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1
% App. Total	0	0	100		0	0	0		0	100	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250

Accurate Counts
978-664-2565

/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Titcomb St From North			Washington St From East			Court St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	6	4	0	2	0	0	0	0	0	0	3	0	15
07:15 AM	2	3	1	0	1	0	0	0	0	0	1	2	10
07:30 AM	0	7	2	0	1	0	0	0	0	0	3	0	13
07:45 AM	2	16	2	6	3	0	1	0	0	0	2	0	32
Total	10	30	5	8	5	0	1	0	0	0	9	2	70
08:00 AM	1	9	2	1	0	0	1	0	0	0	7	0	21
08:15 AM	5	13	4	1	1	0	1	0	1	0	4	0	30
08:30 AM	5	12	3	1	2	0	0	0	0	0	5	1	29
08:45 AM	6	12	9	0	3	0	0	0	1	0	7	2	40
Total	17	46	18	3	6	0	2	0	2	0	23	3	120
Grand Total	27	76	23	11	11	0	3	0	2	0	32	5	190
Apprch %	21.4	60.3	18.3	50	50	0	60	0	40	0	86.5	13.5	
Total %	14.2	40	12.1	5.8	5.8	0	1.6	0	1.1	0	16.8	2.6	
Cars	27	76	23	11	11	0	3	0	2	0	32	5	190
% Cars	100	100	100	100	100	0	100	0	100	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

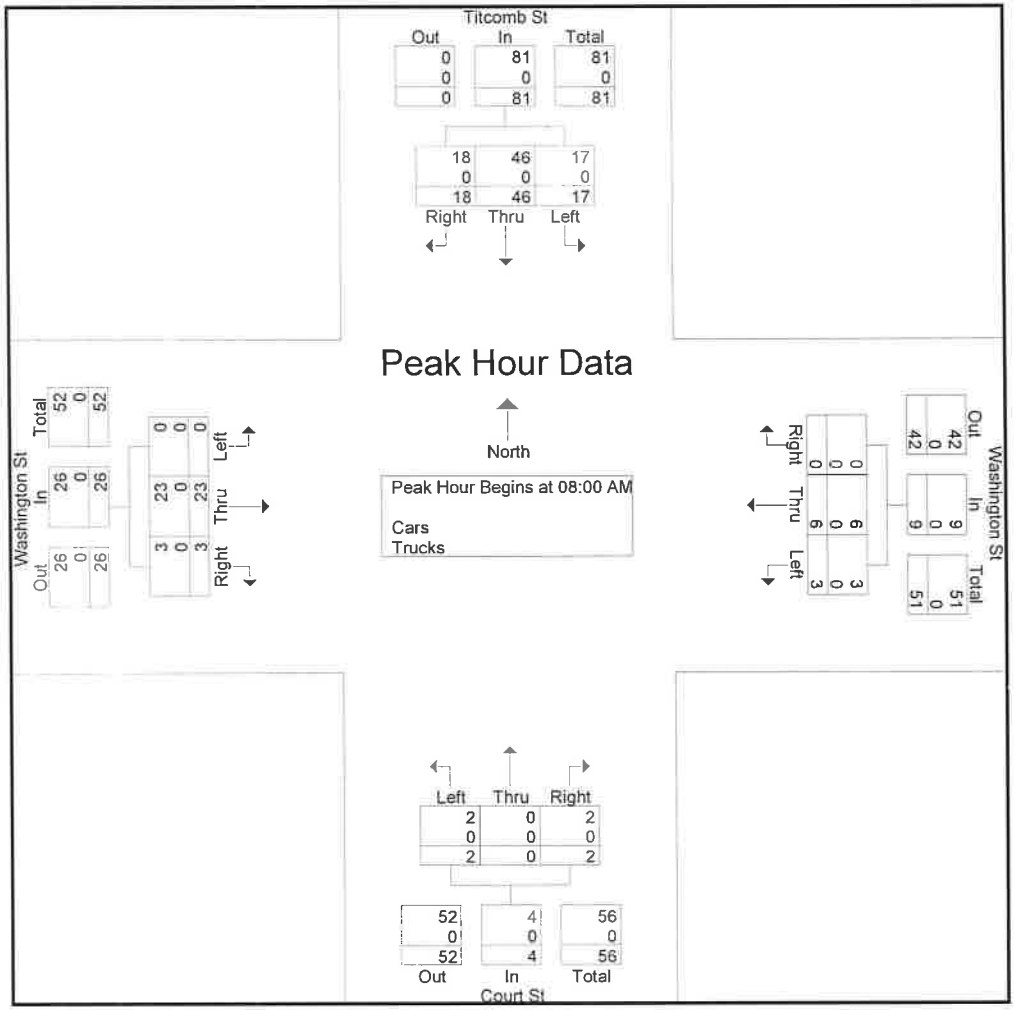
/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 2

	Titcomb St From North				Washington St From East				Court St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	9	2	12	1	0	0	1	1	0	0	1	0	7	0	7	21
08:15 AM	5	13	4	22	1	1	0	2	1	0	1	2	0	4	0	4	30
08:30 AM	5	12	3	20	1	2	0	3	0	0	0	0	0	5	1	6	29
08:45 AM	6	12	9	27	0	3	0	3	0	0	1	1	0	7	2	9	40
Total Volume	17	46	18	81	3	6	0	9	2	0	2	4	0	23	3	26	120
% App. Total	21	56.8	22.2		33.3	66.7	0		50	0	50		0	88.5	11.5		
PHF	.708	.885	.500	.750	.750	.500	.000	.750	.500	.000	.500	.500	.000	.821	.375	.722	.750
Cars	17	46	18	81	3	6	0	9	2	0	2	4	0	23	3	26	120
% Cars	100	100	100	100	100	100	0	100	100	0	100	100	0	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
/eather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:30 AM				08:00 AM			
+0 mins.	1	9	2	12	**6**	**3**	0	**9**	0	0	0	0	0	**7**	0	7
+15 mins.	5	**13**	4	22	1	0	0	1	**1**	0	0	1	0	4	0	4
+30 mins.	5	12	3	20	**1**	1	0	2	1	0	0	1	0	5	1	6
+45 mins.	**6**	12	**9**	**27**	1	2	0	3	1	0	**1**	**2**	0	7	**2**	**9**
Total Volume	17	46	18	81	9	6	0	15	3	0	1	4	0	23	3	26
% App. Total	21	56.8	22.2		60	40	0		75	0	25		0	88.5	11.5	

/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Titcomb St From North			Washington St From East			Court St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	6	4	0	2	0	0	0	0	0	0	3	0	15
07:15 AM	2	3	1	0	1	0	0	0	0	0	1	2	10
07:30 AM	0	7	2	0	1	0	0	0	0	0	3	0	13
07:45 AM	2	16	2	6	3	0	1	0	0	0	2	0	32
Total	10	30	5	8	5	0	1	0	0	0	9	2	70
08:00 AM	1	9	2	1	0	0	1	0	0	0	7	0	21
08:15 AM	5	13	4	1	1	0	1	0	1	0	4	0	30
08:30 AM	5	12	3	1	2	0	0	0	0	0	5	1	29
08:45 AM	6	12	9	0	3	0	0	0	1	0	7	2	40
Total	17	46	18	3	6	0	2	0	2	0	23	3	120
Grand Total	27	76	23	11	11	0	3	0	2	0	32	5	190
Apprch %	21.4	60.3	18.3	50	50	0	60	0	40	0	86.5	13.5	
Total %	14.2	40	12.1	5.8	5.8	0	1.6	0	1.1	0	16.8	2.6	

/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Titcomb St From North			Washington St From East			Court St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

Accurate Counts
978-664-2565

/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Titcomb St From North				Washington St From East				Court St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	3	6	2	8
07:30 AM	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	4	1	5
07:45 AM	1	0	0	7	0	0	0	0	0	0	0	3	0	2	0	0	10	3	13
Total	2	0	0	11	0	1	0	0	0	0	0	7	0	5	0	3	21	8	29
08:00 AM	0	0	1	0	0	1	0	0	0	0	0	2	0	1	0	1	3	3	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	2	3	5
08:30 AM	0	0	1	3	0	0	0	0	0	0	0	3	0	1	0	0	6	2	8
08:45 AM	0	0	0	5	0	1	0	3	0	0	0	1	0	1	0	1	10	2	12
Total	0	0	2	8	0	2	0	3	0	0	0	8	0	6	0	2	21	10	31
Grand Total	2	0	2	19	0	3	0	3	0	0	0	15	0	11	0	5	42	18	60
Apprch %	50	0	50		0	100	0		0	0	0		0	100	0				
Total %	11.1	0	11.1		0	16.7	0		0	0	0		0	61.1	0		70	30	

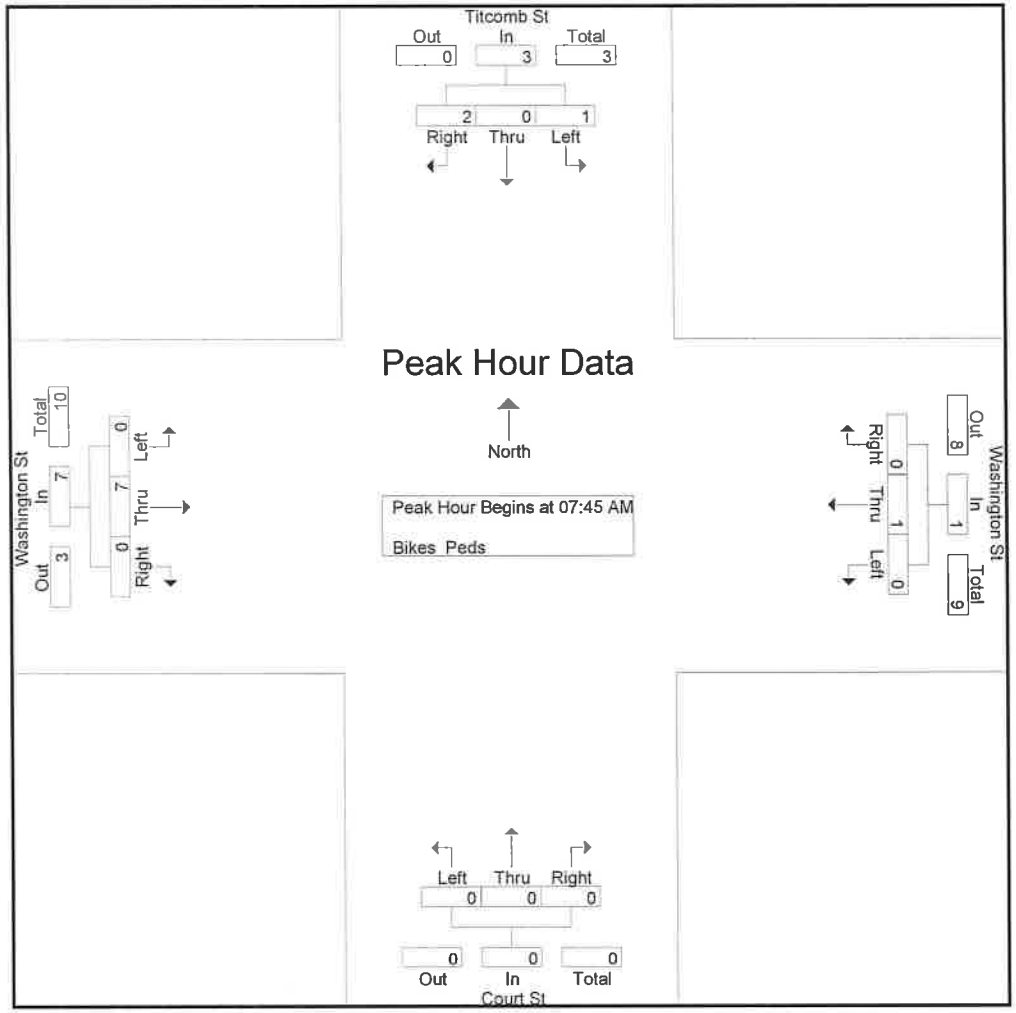
/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
/eather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Titcomb St From North				Washington St From East				Court St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
eak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	2	0	2	**3**
08:00 AM	0	0	**1**	1	0	**1**	0	**1**	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	0	2	3	0	1	0	1	0	0	0	0	0	7	0	7	11
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.500	.750	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583	.000	.583	.917

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:00 AM				07:30 AM			
+0 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3
Total Volume	1	0	2	3	0	2	0	2	0	0	0	0	0	7	0	7
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	100	0	

Accurate Counts
978-664-2565

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Titcomb St From North			Washington St From East			Court St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	3	31	5	1	1	0	2	0	0	0	4	0	47
04:15 PM	6	25	5	0	0	0	1	0	2	0	5	2	46
04:30 PM	2	21	5	0	0	0	0	0	1	0	5	2	36
04:45 PM	3	18	7	4	0	0	1	0	2	0	2	1	38
Total	14	95	22	5	1	0	4	0	5	0	16	5	167
05:00 PM	7	25	4	2	2	0	1	0	0	0	2	1	44
05:15 PM	7	16	4	2	0	0	1	0	1	0	11	1	43
05:30 PM	6	19	6	3	0	0	3	0	1	0	16	0	54
05:45 PM	12	15	7	4	1	0	1	0	2	0	11	2	55
Total	32	75	21	11	3	0	6	0	4	0	40	4	196
Grand Total	46	170	43	16	4	0	10	0	9	0	56	9	363
Apprch %	17.8	65.6	16.6	80	20	0	52.6	0	47.4	0	86.2	13.8	
Total %	12.7	46.8	11.8	4.4	1.1	0	2.8	0	2.5	0	15.4	2.5	
Cars	46	170	43	16	4	0	10	0	9	0	56	9	363
% Cars	100	100	100	100	100	0	100	0	100	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Clear

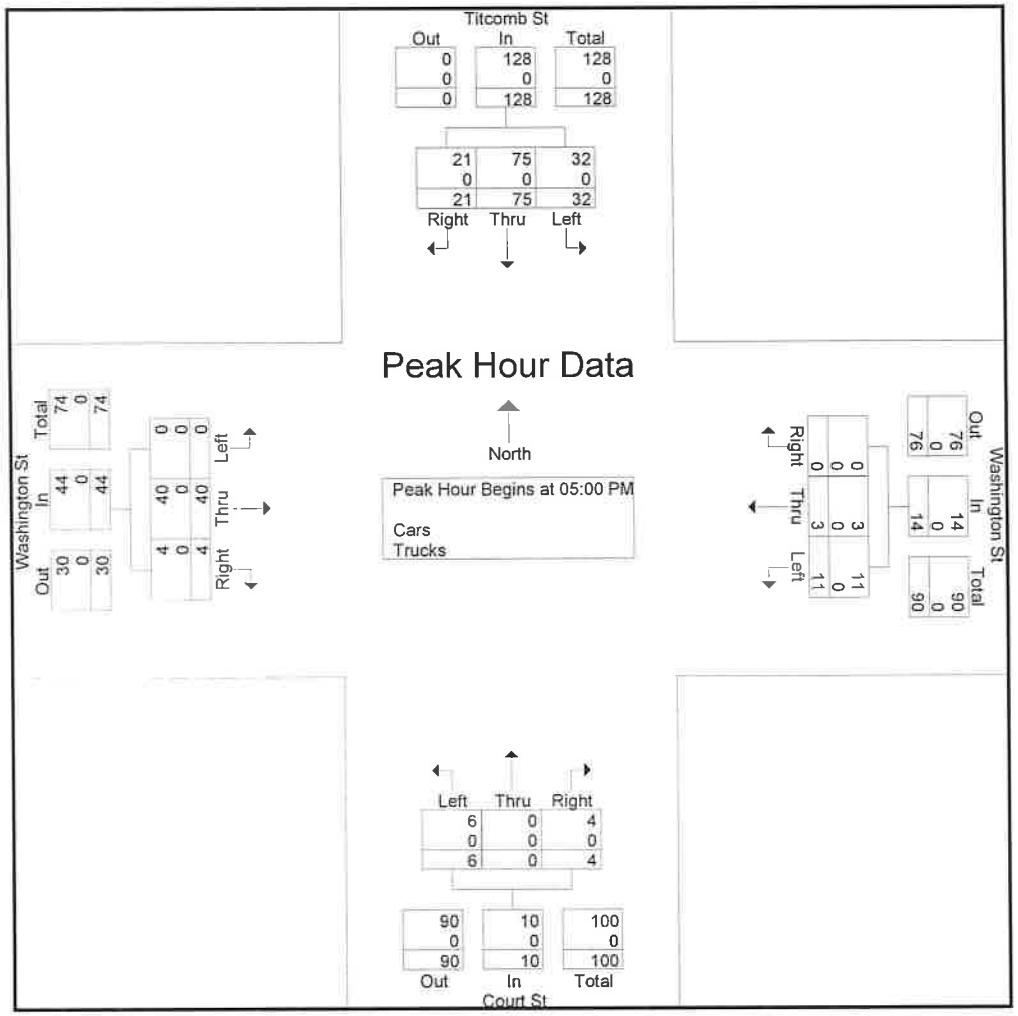
File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 2

	Titcomb St From North				Washington St From East				Court St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	7	**25**	4	**36**	2	**2**	0	4	1	0	0	1	0	2	1	3	44
05:15 PM	7	16	4	27	2	0	0	2	1	0	1	2	0	11	1	12	43
05:30 PM	6	19	6	31	3	0	0	3	**3**	0	1	**4**	0	**16**	0	**16**	54
05:45 PM	**12**	15	**7**	34	**4**	1	0	**5**	1	0	**2**	3	0	11	**2**	13	**55**
Total Volume	32	75	21	128	11	3	0	14	6	0	4	10	0	40	4	44	196
% App. Total	25	58.6	16.4		78.6	21.4	0		60	0	40		0	90.9	9.1		
PHF	.667	.750	.750	.889	.688	.375	.000	.700	.500	.000	.500	.625	.000	.625	.500	.688	.891
Cars	32	75	21	128	11	3	0	14	6	0	4	10	0	40	4	44	196
% Cars	100	100	100	100	100	100	0	100	100	0	100	100	0	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts
978-664-2565

/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
/eather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	3	**31**	5	**39**	2	**2**	0	4	1	0	**2**	3	0	2	1	3
+15 mins.	**6**	25	5	36	2	0	0	2	1	0	0	1	0	11	1	12
+30 mins.	2	21	5	28	3	0	0	3	1	0	1	2	0	**16**	0	**16**
+45 mins.	3	18	**7**	28	**4**	1	0	**5**	**3**	0	1	**4**	0	11	**2**	13
Total Volume	14	95	22	131	11	3	0	14	6	0	4	10	0	40	4	44
% App. Total	10.7	72.5	16.8		78.6	21.4	0		60	0	40		0	90.9	9.1	

/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Titcomb St From North			Washington St From East			Court St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	3	31	5	1	1	0	2	0	0	0	4	0	47
04:15 PM	6	25	5	0	0	0	1	0	2	0	5	2	46
04:30 PM	2	21	5	0	0	0	0	0	1	0	5	2	36
04:45 PM	3	18	7	4	0	0	1	0	2	0	2	1	38
Total	14	95	22	5	1	0	4	0	5	0	16	5	167
05:00 PM	7	25	4	2	2	0	1	0	0	0	2	1	44
05:15 PM	7	16	4	2	0	0	1	0	1	0	11	1	43
05:30 PM	6	19	6	3	0	0	3	0	1	0	16	0	54
05:45 PM	12	15	7	4	1	0	1	0	2	0	11	2	55
Total	32	75	21	11	3	0	6	0	4	0	40	4	196
Grand Total	46	170	43	16	4	0	10	0	9	0	56	9	363
Apprch %	17.8	65.6	16.6	80	20	0	52.6	0	47.4	0	86.2	13.8	
Total %	12.7	46.8	11.8	4.4	1.1	0	2.8	0	2.5	0	15.4	2.5	

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Titcomb St From North			Washington St From East			Court St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Titcomb St From North				Washington St From East				Court St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	1	0	0	3	4	7
04:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	6	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	1	5	6
04:45 PM	1	0	0	0	0	1	0	0	0	0	0	2	0	3	0	1	3	5	8
Total	1	2	0	2	0	4	0	0	0	0	1	4	0	12	0	1	7	20	27
05:00 PM	0	0	2	7	0	3	0	0	0	0	0	2	0	5	0	0	9	10	19
05:15 PM	0	0	0	7	0	1	0	0	0	0	0	4	1	10	0	1	12	12	24
05:30 PM	1	0	1	4	0	1	0	0	0	0	0	6	0	10	0	3	13	13	26
05:45 PM	0	2	1	18	0	1	0	0	0	0	0	5	0	13	0	0	23	17	40
Total	1	2	4	36	0	6	0	0	0	0	0	17	1	38	0	4	57	52	109
Grand Total	2	4	4	38	0	10	0	0	0	0	1	21	1	50	0	5	64	72	136
Apprch %	20	40	40		0	100	0		0	0	100		2	98	0				
Total %	2.8	5.6	5.6		0	13.9	0		0	0	1.4		1.4	69.4	0		47.1	52.9	

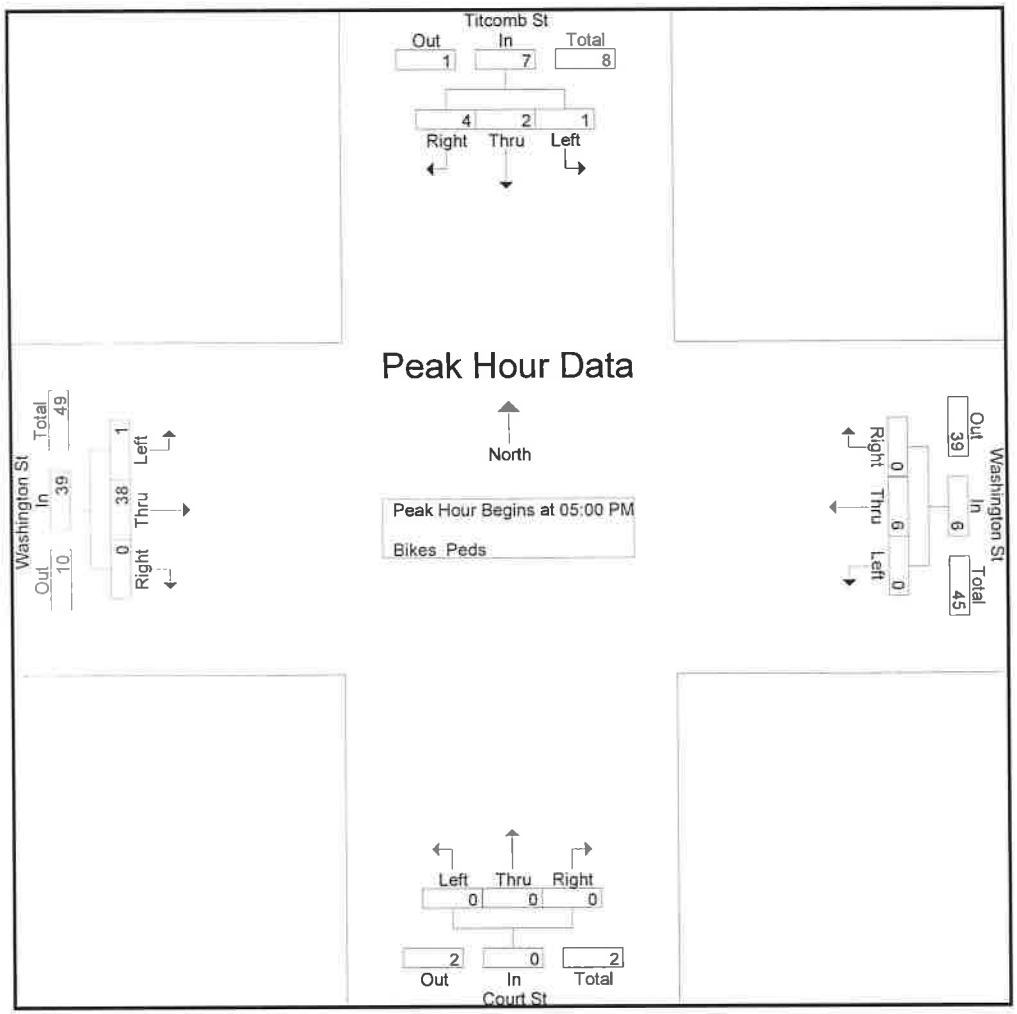
/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Titcomb St From North				Washington St From East				Court St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	2	2	0	3	0	3	0	0	0	0	0	5	0	5	10
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	10	0	11	12
05:30 PM	1	0	1	2	0	1	0	1	0	0	0	0	0	10	0	10	13
05:45 PM	0	2	1	3	0	1	0	1	0	0	0	0	0	13	0	13	17
Total Volume	1	2	4	7	0	6	0	6	0	0	0	0	1	38	0	39	52
% App. Total	14.3	28.6	57.1		0	100	0		0	0	0		2.6	97.4	0		
PHF	.250	.250	.500	.583	.000	.500	.000	.500	.000	.000	.000	.000	.250	.731	.000	.750	.765

NS Street : Titcomb St / Court St
EW Street: Washington Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	**2**	2	0	**3**	0	**3**	0	0	**1**	**1**	0	5	0	5
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	10	0	11
+30 mins.	**1**	0	1	2	0	1	0	1	0	0	0	0	0	10	0	10
+45 mins.	0	**2**	1	**3**	0	3	0	3	0	0	0	0	0	**13**	0	**13**
Total Volume	1	2	4	7	0	7	0	7	0	0	1	1	1	38	0	39
% App. Total	14.3	28.6	57.1		0	100	0		0	0	100		2.6	97.4	0	

Accurate Counts
978-664-2565

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Titcomb St From North			Washington St From East			Court St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	2	21	5	1	0	0	0	0	1	0	5	0	35
11:15 AM	9	28	7	1	1	0	1	0	0	0	4	1	52
11:30 AM	4	24	5	3	1	0	0	0	1	0	5	3	46
11:45 AM	6	24	2	1	2	0	1	0	1	0	6	1	44
Total	21	97	19	6	4	0	2	0	3	0	20	5	177
12:00 PM	3	25	6	2	3	0	0	0	1	0	5	0	45
12:15 PM	2	13	2	0	0	0	0	0	0	0	1	2	20
12:30 PM	3	10	5	1	1	0	0	0	3	0	5	1	29
12:45 PM	5	18	4	0	1	0	1	0	0	0	5	0	34
Total	13	66	17	3	5	0	1	0	4	0	16	3	128
01:00 PM	2	22	7	1	0	0	0	0	3	0	3	0	38
01:15 PM	2	16	2	1	3	0	0	0	0	0	2	1	27
01:30 PM	1	17	6	3	3	0	1	0	1	0	1	1	34
01:45 PM	2	17	5	1	1	0	0	0	1	0	10	2	39
Total	7	72	20	6	7	0	1	0	5	0	16	4	138
Grand Total	41	235	56	15	16	0	4	0	12	0	52	12	443
Apprch %	12.3	70.8	16.9	48.4	51.6	0	25	0	75	0	81.2	18.8	
Total %	9.3	53	12.6	3.4	3.6	0	0.9	0	2.7	0	11.7	2.7	
Cars	41	234	56	15	16	0	4	0	12	0	52	12	442
% Cars	100	99.6	100	100	100	0	100	0	100	0	100	100	99.8
Trucks	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2

Accurate Counts
978-664-2565

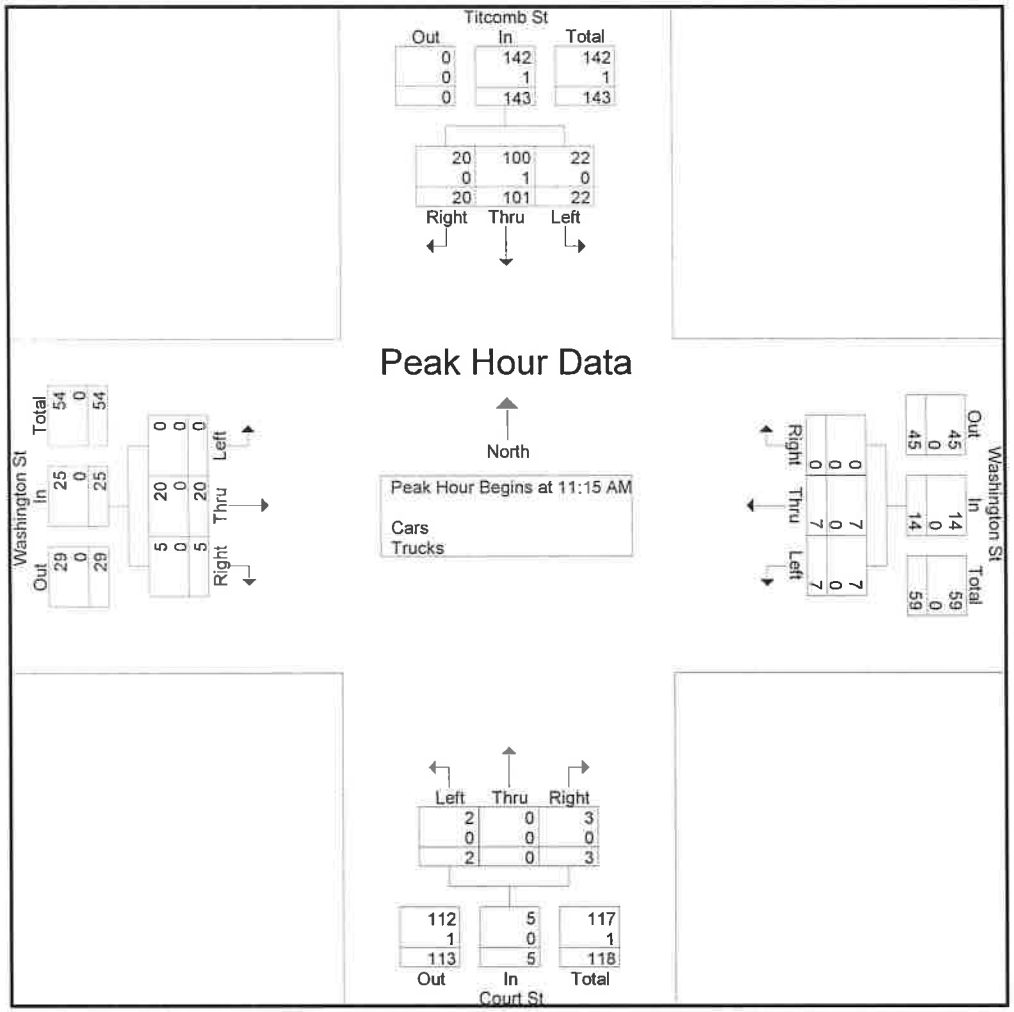
/S Street : Titcomb St / Court St
/W Street: Washington Street
ity/State : Newburyport, MA
Veather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 2

	Titcomb St From North				Washington St From East				Court St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	**9**	**28**	**7**	**44**	1	1	0	2	**1**	0	0	1	0	4	1	5	**52**
11:30 AM	4	24	5	33	**3**	1	0	4	0	0	**1**	1	0	5	**3**	**8**	46
11:45 AM	6	24	2	32	1	2	0	3	1	0	1	**2**	0	**6**	1	7	44
12:00 PM	3	25	6	34	2	**3**	0	**5**	0	0	1	1	0	5	0	5	45
Total Volume	22	101	20	143	7	7	0	14	2	0	3	5	0	20	5	25	187
% App. Total	15.4	70.6	14		50	50	0		40	0	60		0	80	20		
PHF	.611	.902	.714	.813	.583	.583	.000	.700	.500	.000	.750	.625	.000	.833	.417	.781	.899
Cars	22	100	20	142	7	7	0	14	2	0	3	5	0	20	5	25	186
% Cars	100	99.0	100	99.3	100	100	0	100	100	0	100	100	0	100	100	100	99.5
Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	1.0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0.5

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:15 AM				11:15 AM				12:15 PM				11:00 AM			
+0 mins.	**9**	**28**	**7**	**44**	1	1	0	2	0	0	0	0	0	5	0	5
+15 mins.	4	24	5	33	**3**	1	0	4	0	0	**3**	**3**	0	4	1	5
+30 mins.	6	24	2	32	1	2	0	3	**1**	0	0	1	0	5	**3**	**8**
+45 mins.	3	25	6	34	2	**3**	0	**5**	0	0	3	3	0	**6**	1	7
Total Volume	22	101	20	143	7	7	0	14	1	0	6	7	0	20	5	25
% App. Total	15.4	70.6	14		50	50	0		14.3	0	85.7		0	80	20	
PHF	.611	.902	.714	.813	.583	.583	.000	.700	.250	.000	.500	.583	.000	.833	.417	.781

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Titcomb St From North			Washington St From East			Court St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	2	21	5	1	0	0	0	0	1	0	5	0	35
11:15 AM	9	28	7	1	1	0	1	0	0	0	4	1	52
11:30 AM	4	23	5	3	1	0	0	0	1	0	5	3	45
11:45 AM	6	24	2	1	2	0	1	0	1	0	6	1	44
Total	21	96	19	6	4	0	2	0	3	0	20	5	176
12:00 PM	3	25	6	2	3	0	0	0	1	0	5	0	45
12:15 PM	2	13	2	0	0	0	0	0	0	0	1	2	20
12:30 PM	3	10	5	1	1	0	0	0	3	0	5	1	29
12:45 PM	5	18	4	0	1	0	1	0	0	0	5	0	34
Total	13	66	17	3	5	0	1	0	4	0	16	3	128
01:00 PM	2	22	7	1	0	0	0	0	3	0	3	0	38
01:15 PM	2	16	2	1	3	0	0	0	0	0	2	1	27
01:30 PM	1	17	6	3	3	0	1	0	1	0	1	1	34
01:45 PM	2	17	5	1	1	0	0	0	1	0	10	2	39
Total	7	72	20	6	7	0	1	0	5	0	16	4	138
Grand Total	41	234	56	15	16	0	4	0	12	0	52	12	442
Apprch %	12.4	70.7	16.9	48.4	51.6	0	25	0	75	0	81.2	18.8	
Total %	9.3	52.9	12.7	3.4	3.6	0	0.9	0	2.7	0	11.8	2.7	

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	Titcomb St From North			Washington St From East			Court St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0	0	0	0	0	0	0	0	0	
Total %	0	100	0	0	0	0	0	0	0	0	0	0	

Accurate Counts
978-664-2565

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	Titcomb St From North				Washington St From East				Court St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	4	0	0	0	1	0	0	0	3	0	2	0	1	9	2	11
11:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	1	0	1	6	0	0	0	1	0	0	0	3	0	2	0	1	11	4	15
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3	1	4
12:30 PM	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4	2	6
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3
Total	1	1	0	1	0	2	0	0	0	0	0	7	0	0	0	2	10	4	14
01:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3
01:15 PM	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	10	0	10
01:30 PM	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	6	0	6
01:45 PM	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	6	0	6
Total	0	0	1	17	0	0	0	1	0	0	0	4	0	1	0	1	23	2	25
Grand Total	2	1	2	24	0	2	0	2	0	0	0	14	0	3	0	4	44	10	54
Apprch %	40	20	40		0	100	0		0	0	0		0	100	0				
Total %	20	10	20		0	20	0		0	0	0		0	30	0		81.5	18.5	

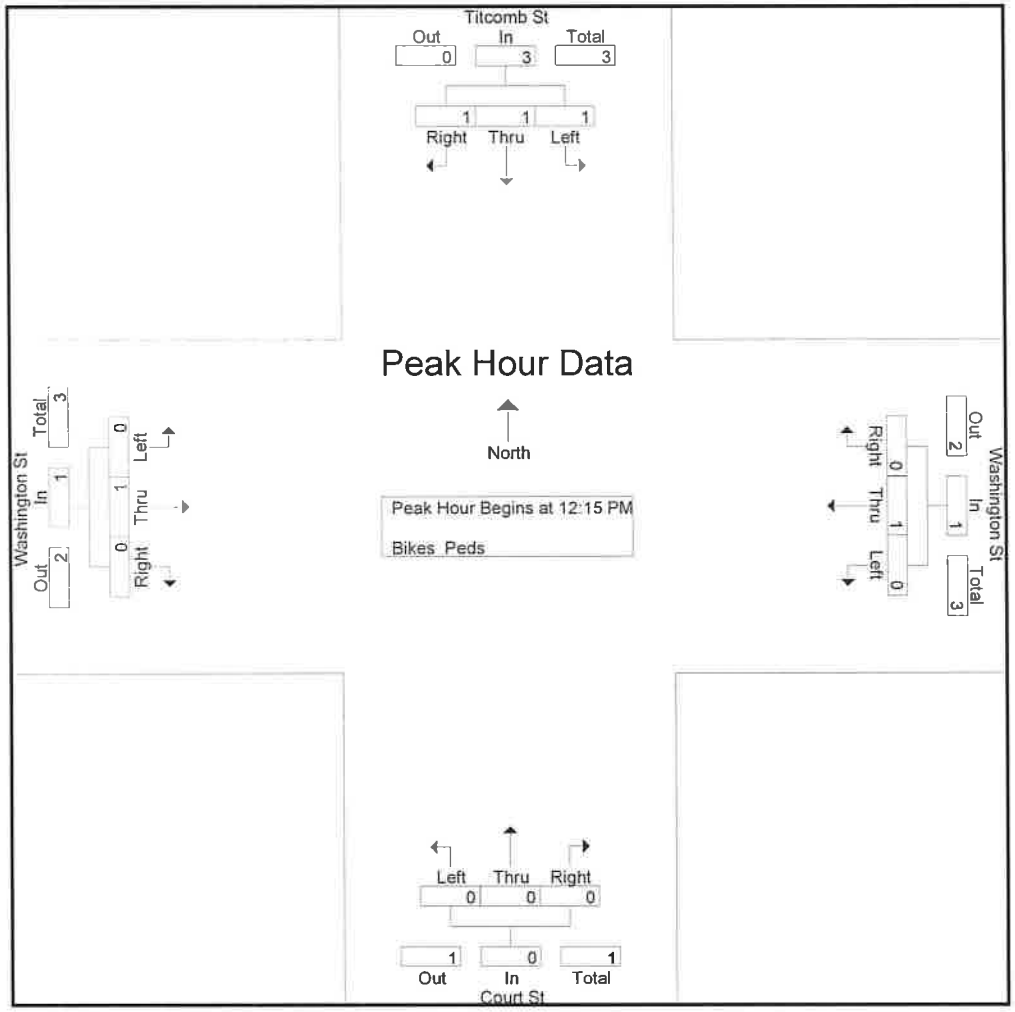
N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 14

	Titcomb St From North				Washington St From East				Court St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	1	1	3	0	1	0	1	0	0	0	0	0	1	0	1	5
% App. Total	33.3	33.3	33.3		0	100	0		0	0	0		0	100	0		
PHF	.250	.250	.250	.375	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.625

N/S Street : Titcomb St / Court St
E/W Street: Washington Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:15 PM				11:30 AM				11:00 AM				11:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	1	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	1	1	1	3	0	2	0	2	0	0	0	0	0	2	0	2
% App. Total	33.3	33.3	33.3		0	100	0		0	0	0		0	100	0	
PHF	.250	.250	.250	.375	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Green St From North			Harris St From East			Green St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	26	2	4	0	0	33
07:15 AM	0	0	0	0	0	0	0	29	3	0	1	0	33
07:30 AM	0	0	0	0	0	0	1	31	1	2	1	0	36
07:45 AM	0	0	0	0	0	0	7	46	10	3	1	0	67
Total	0	0	0	0	0	0	9	132	16	9	3	0	169
08:00 AM	0	0	0	0	0	0	2	56	6	6	0	0	70
08:15 AM	0	0	0	0	0	0	4	60	8	8	0	0	80
08:30 AM	0	0	0	0	0	0	4	53	8	8	2	0	75
08:45 AM	0	0	0	0	0	0	5	51	6	10	2	0	74
Total	0	0	0	0	0	0	15	220	28	32	4	0	299
Grand Total	0	0	0	0	0	0	24	352	44	41	7	0	468
Apprch %	0	0	0	0	0	0	5.7	83.8	10.5	85.4	14.6	0	
Total %	0	0	0	0	0	0	5.1	75.2	9.4	8.8	1.5	0	
Cars	0	0	0	0	0	0	24	346	44	41	7	0	462
% Cars	0	0	0	0	0	0	100	98.3	100	100	100	0	98.7
Trucks	0	0	0	0	0	0	0	6	0	0	0	0	6
% Trucks	0	0	0	0	0	0	0	1.7	0	0	0	0	1.3

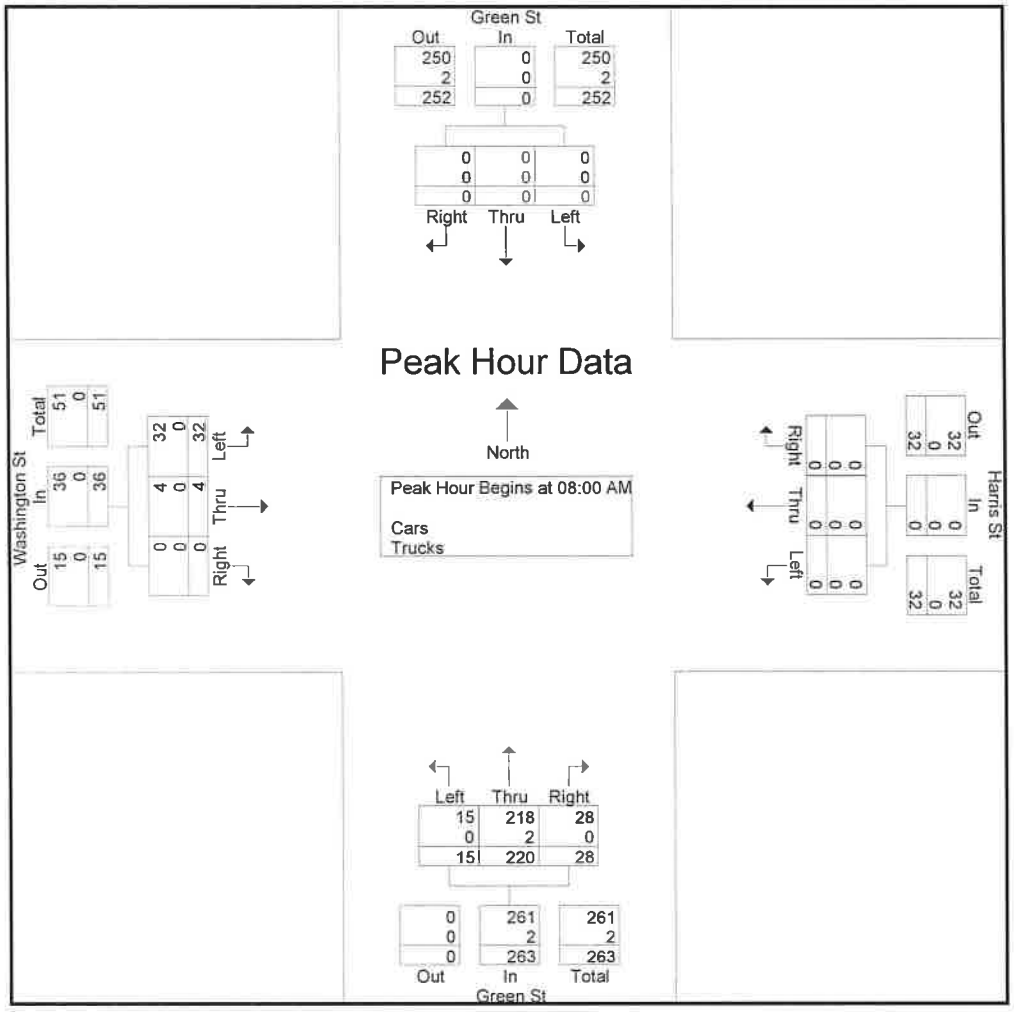
N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	Green St From North				Harris St From East				Green St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	2	56	6	64	6	0	0	6	70
08:15 AM	0	0	0	0	0	0	0	0	4	**60**	**8**	**72**	8	0	0	8	**80**
08:30 AM	0	0	0	0	0	0	0	0	**4**	53	8	65	8	**2**	0	10	75
08:45 AM	0	0	0	0	0	0	0	0	**5**	51	6	62	**10**	2	0	**12**	74
Total Volume	0	0	0	0	0	0	0	0	15	220	28	263	32	4	0	36	299
% App. Total	0	0	0		0	0	0		5.7	83.7	10.6		88.9	11.1	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.917	.875	.913	.800	.500	.000	.750	.934
Cars	0	0	0	0	0	0	0	0	15	218	28	261	32	4	0	36	297
% Cars	0	0	0	0	0	0	0	0	100	99.1	100	99.2	100	100	0	100	99.3
Trucks	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0.7

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	**7**	46	**10**	63	6	0	0	6
+15 mins.	0	0	0	0	0	0	0	0	2	56	6	64	8	0	0	8
+30 mins.	0	0	0	0	0	0	0	0	4	**60**	8	**72**	8	**2**	0	10
+45 mins.	0	0	0	0	0	0	0	0	4	53	8	65	**10**	2	0	**12**
Total Volume	0	0	0	0	0	0	0	0	17	215	32	264	32	4	0	36
% App. Total	0	0	0		0	0	0		6.4	81.4	12.1		88.9	11.1	0	

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Green St From North			Harris St From East			Green St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	26	2	4	0	0	33
07:15 AM	0	0	0	0	0	0	0	27	3	0	1	0	31
07:30 AM	0	0	0	0	0	0	1	30	1	2	1	0	35
07:45 AM	0	0	0	0	0	0	7	45	10	3	1	0	66
Total	0	0	0	0	0	0	9	128	16	9	3	0	165
08:00 AM	0	0	0	0	0	0	2	55	6	6	0	0	69
08:15 AM	0	0	0	0	0	0	4	60	8	8	0	0	80
08:30 AM	0	0	0	0	0	0	4	52	8	8	2	0	74
08:45 AM	0	0	0	0	0	0	5	51	6	10	2	0	74
Total	0	0	0	0	0	0	15	218	28	32	4	0	297
Grand Total	0	0	0	0	0	0	24	346	44	41	7	0	462
Apprch %	0	0	0	0	0	0	5.8	83.6	10.6	85.4	14.6	0	
Total %	0	0	0	0	0	0	5.2	74.9	9.5	8.9	1.5	0	

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Green St From North			Harris St From East			Green St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	4	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	6	0	0	0	0	6
Apprch %	0	0	0	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	0	0	0	100	0	0	0	0	

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Green St From North				Harris St From East				Green St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	3	0	1	0	0	3	2	5
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	2	4
07:30 AM	0	0	0	1	0	0	0	2	0	1	0	4	1	0	0	0	7	2	9
07:45 AM	0	0	0	1	0	0	0	2	0	1	0	8	0	2	0	4	15	3	18
Total	0	0	0	2	0	0	0	5	1	2	0	16	1	5	0	4	27	9	36
08:00 AM	0	0	0	1	0	0	0	0	1	0	0	4	0	1	0	2	7	2	9
08:15 AM	0	0	0	0	0	0	0	4	0	1	0	1	2	1	0	1	6	4	10
08:30 AM	0	0	0	0	0	0	0	1	0	2	0	3	1	0	0	2	6	3	9
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	6	1	1	0	0	6	4	10
Total	0	0	0	1	0	1	0	5	1	4	0	14	4	3	0	5	25	13	38
Grand Total	0	0	0	3	0	1	0	10	2	6	0	30	5	8	0	9	52	22	74
Apprch %	0	0	0		0	100	0		25	75	0		38.5	61.5	0				
Total %	0	0	0		0	4.5	0		9.1	27.3	0		22.7	36.4	0		70.3	29.7	

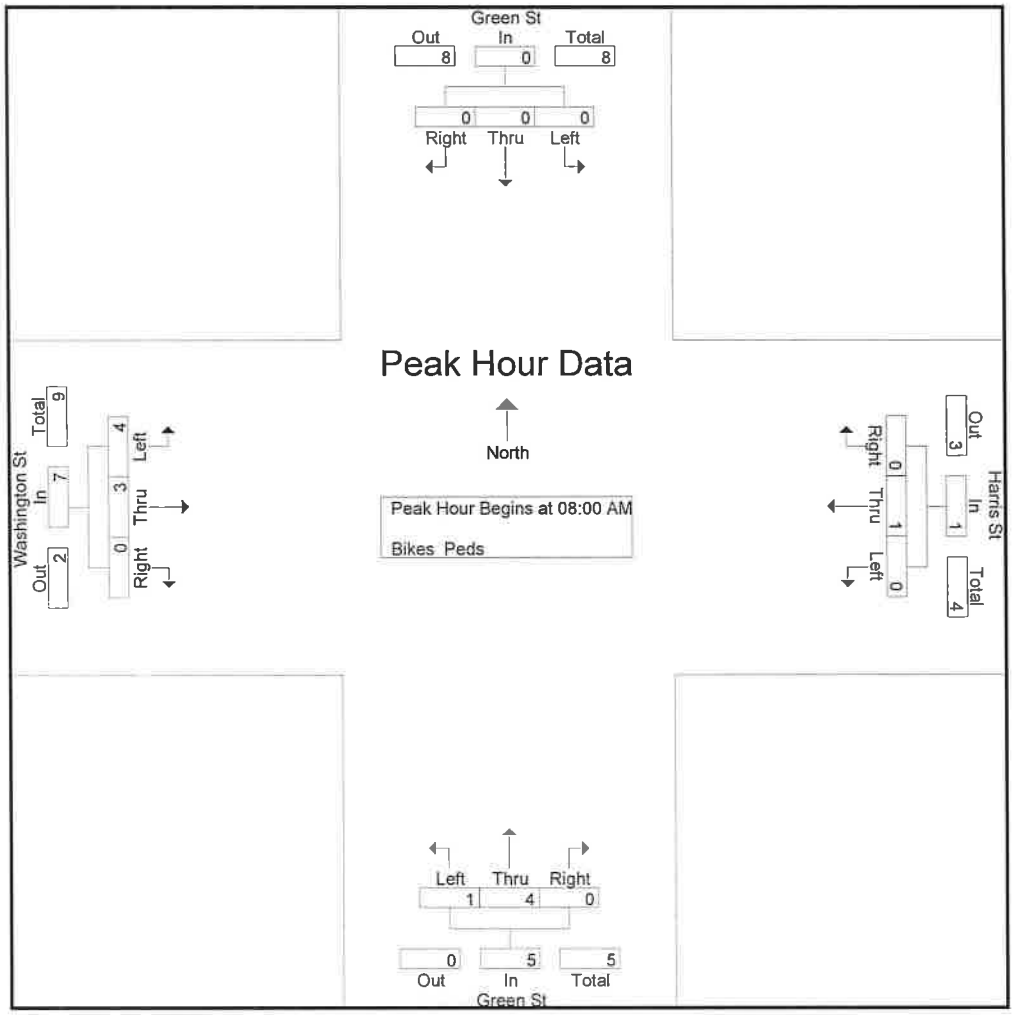
/S Street : Green Street
/W Street: Harris St / Washington St
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	Green St From North				Harris St From East				Green St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	**1**	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	**2**	1	0	**3**	**4**
08:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	1	0	0	1	3
08:45 AM	0	0	0	0	0	**1**	0	**1**	0	1	0	1	1	1	0	2	4
Total Volume	0	0	0	0	0	1	0	1	1	4	0	5	4	3	0	7	13
% App. Total	0	0	0		0	100	0		20	80	0		57.1	42.9	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.500	.000	.625	.500	.750	.000	.583	.813

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	**2**	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	**2**	1	0	**3**
Total Volume	0	0	0	0	0	1	0	1	1	4	0	5	3	4	0	7
% App. Total	0	0	0		0	100	0		20	80	0		42.9	57.1	0	

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Green St From North			Harris St From East			Green St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	1	53	8	3	5	0	70
04:15 PM	0	0	0	0	0	0	1	48	8	10	2	0	69
04:30 PM	0	0	0	0	0	0	0	55	5	7	1	0	68
04:45 PM	0	0	0	0	0	0	2	45	8	6	1	0	62
Total	0	0	0	0	0	0	4	201	29	26	9	0	269
05:00 PM	0	0	0	0	0	0	3	64	11	8	1	0	87
05:15 PM	0	0	0	0	0	0	2	56	16	15	5	0	94
05:30 PM	0	0	0	0	0	0	4	65	16	10	12	0	107
05:45 PM	0	0	0	0	0	0	5	75	19	12	10	0	121
Total	0	0	0	0	0	0	14	260	62	45	28	0	409
Grand Total	0	0	0	0	0	0	18	461	91	71	37	0	678
Apprch %	0	0	0	0	0	0	3.2	80.9	16	65.7	34.3	0	
Total %	0	0	0	0	0	0	2.7	68	13.4	10.5	5.5	0	
Cars	0	0	0	0	0	0	18	457	91	71	37	0	674
% Cars	0	0	0	0	0	0	100	99.1	100	100	100	0	99.4
Trucks	0	0	0	0	0	0	0	4	0	0	0	0	4
% Trucks	0	0	0	0	0	0	0	0.9	0	0	0	0	0.6

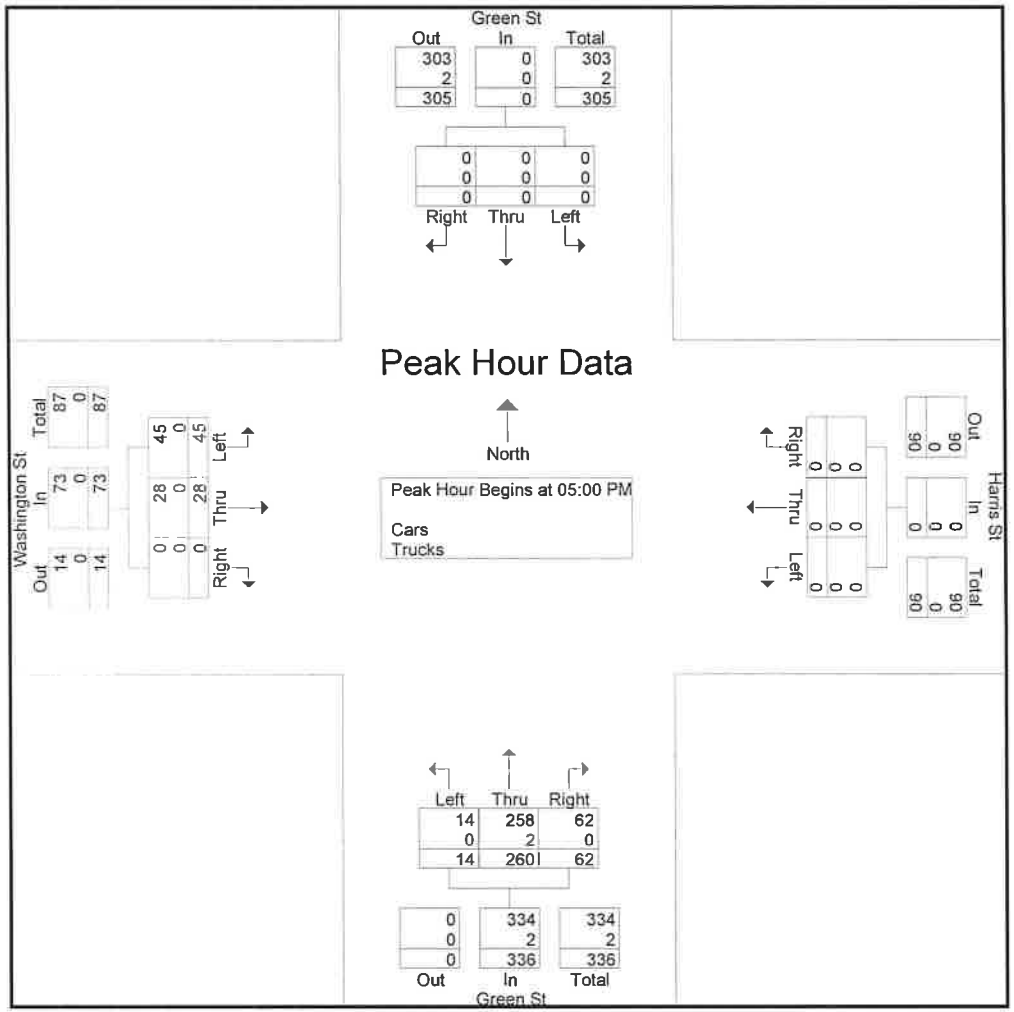
N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	Green St From North				Harris St From East				Green St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	3	64	11	78	8	1	0	9	87
05:15 PM	0	0	0	0	0	0	0	0	2	56	16	74	**15**	5	0	20	94
05:30 PM	0	0	0	0	0	0	0	0	4	65	16	85	10	**12**	0	**22**	107
05:45 PM	0	0	0	0	0	0	0	0	**5**	**75**	**19**	**99**	12	10	0	22	**121**
Total Volume	0	0	0	0	0	0	0	0	14	260	62	336	45	28	0	73	409
% App. Total	0	0	0		0	0	0		4.2	77.4	18.5		61.6	38.4	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.700	.867	.816	.848	.750	.583	.000	.830	.845
Cars	0	0	0	0	0	0	0	0	14	258	62	334	45	28	0	73	407
% Cars	0	0	0	0	0	0	0	0	100	99.2	100	99.4	100	100	0	100	99.5
Trucks	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0.8	0	0.6	0	0	0	0	0.5

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	3	64	11	78	8	1	0	9
+15 mins.	0	0	0	0	0	0	0	0	2	56	16	74	**15**	5	0	20
+30 mins.	0	0	0	0	0	0	0	0	4	65	16	85	10	**12**	0	**22**
+45 mins.	0	0	0	0	0	0	0	0	**5**	**75**	**19**	**99**	12	10	0	22
Total Volume	0	0	0	0	0	0	0	0	14	260	62	336	45	28	0	73
% App. Total	0	0	0		0	0	0		4.2	77.4	18.5		61.6	38.4	0	

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Green St From North			Harris St From East			Green St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	1	52	8	3	5	0	69
04:15 PM	0	0	0	0	0	0	1	48	8	10	2	0	69
04:30 PM	0	0	0	0	0	0	0	55	5	7	1	0	68
04:45 PM	0	0	0	0	0	0	2	44	8	6	1	0	61
Total	0	0	0	0	0	0	4	199	29	26	9	0	267
05:00 PM	0	0	0	0	0	0	3	64	11	8	1	0	87
05:15 PM	0	0	0	0	0	0	2	55	16	15	5	0	93
05:30 PM	0	0	0	0	0	0	4	65	16	10	12	0	107
05:45 PM	0	0	0	0	0	0	5	74	19	12	10	0	120
Total	0	0	0	0	0	0	14	258	62	45	28	0	407
Grand Total	0	0	0	0	0	0	18	457	91	71	37	0	674
Apprch %	0	0	0	0	0	0	3.2	80.7	16.1	65.7	34.3	0	
Total %	0	0	0	0	0	0	2.7	67.8	13.5	10.5	5.5	0	

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Green St From North			Harris St From East			Green St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	4	0	0	0	0	4
Apprch %	0	0	0	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	0	0	0	100	0	0	0	0	

/S Street : Green Street
/W Street: Harris St / Washington St
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Green St From North				Harris St From East				Green St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	0	0	1	0	1	0	1	0	2	0	1	4	3	7
04:15 PM	0	0	0	0	0	3	0	0	0	1	0	1	1	3	0	3	4	8	12
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	8	0	5	0	1	9	6	15
04:45 PM	0	0	0	3	0	1	0	1	0	0	0	4	3	1	0	3	11	5	16
Total	0	0	0	4	0	4	0	2	0	3	0	14	4	11	0	8	28	22	50
05:00 PM	0	0	0	0	0	3	0	5	0	0	0	7	1	4	0	5	17	8	25
05:15 PM	2	1	1	2	0	0	0	2	0	0	0	9	0	11	0	8	21	15	36
05:30 PM	0	0	0	1	0	1	0	4	0	0	0	9	1	12	0	6	20	14	34
05:45 PM	0	0	1	5	0	2	0	2	0	0	0	11	0	17	0	1	19	20	39
Total	2	1	2	8	0	6	0	13	0	0	0	36	2	44	0	20	77	57	134
Grand Total	2	1	2	12	0	10	0	15	0	3	0	50	6	55	0	28	105	79	184
Apprch %	40	20	40		0	100	0		0	100	0		9.8	90.2	0				
Total %	2.5	1.3	2.5		0	12.7	0		0	3.8	0		7.6	69.6	0		57.1	42.9	

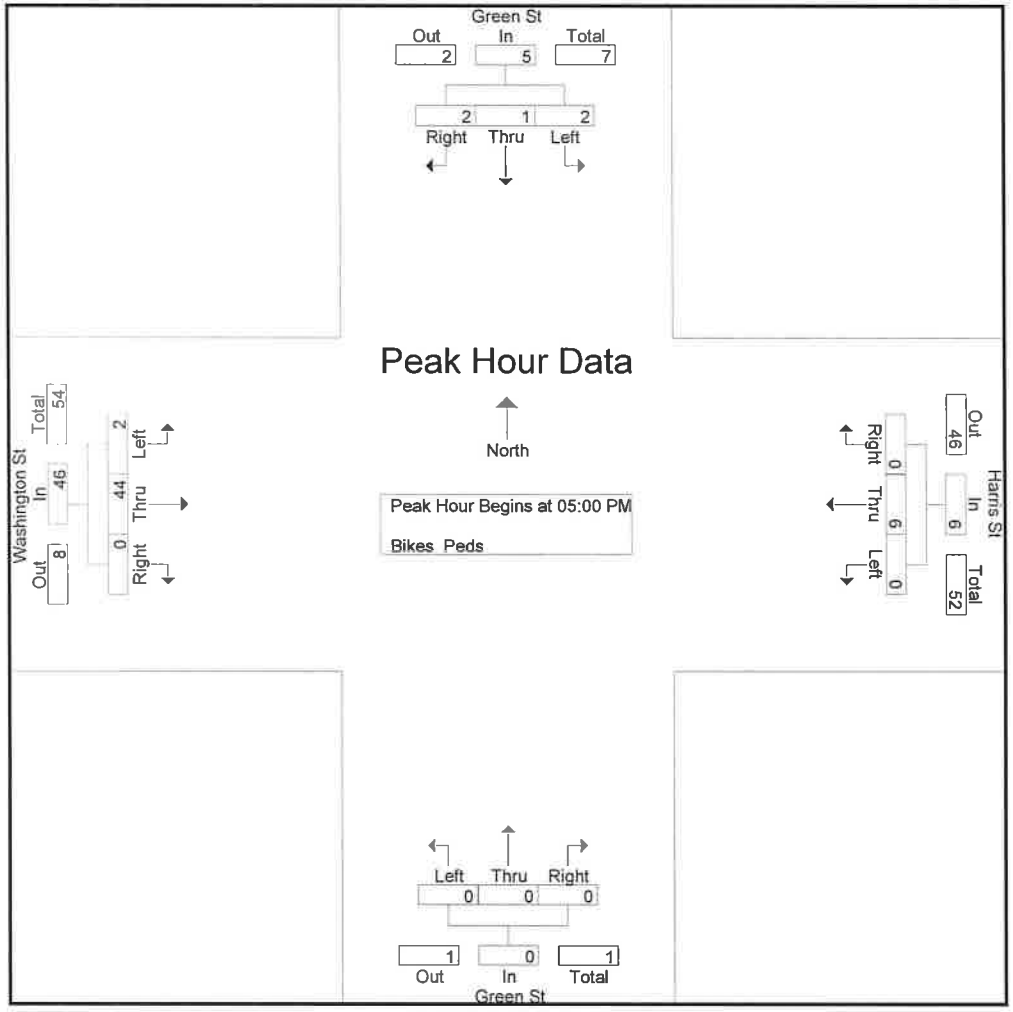
N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	Green St From North				Harris St From East				Green St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**1**	4	0	5	8
05:15 PM	**2**	**1**	**1**	**4**	0	0	0	0	0	0	0	0	0	11	0	11	15
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	12	0	13	14
05:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	**17**	0	**17**	**20**
Total Volume	2	1	2	5	0	6	0	6	0	0	0	0	2	44	0	46	57
% App. Total	40	20	40		0	100	0		0	0	0		4.3	95.7	0		
PHF	.250	.250	.500	.313	.000	.500	.000	.500	.000	.000	.000	.000	.500	.647	.000	.676	.713

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	**1**	0	**1**	**1**	4	0	5
+15 mins.	**2**	**1**	**1**	**4**	0	0	0	0	0	1	0	1	0	11	0	11
+30 mins.	0	0	0	0	0	1	0	1	0	1	0	1	1	12	0	13
+45 mins.	0	0	1	1	0	3	0	3	0	0	0	0	0	**17**	0	**17**
Total Volume	2	1	2	5	0	7	0	7	0	3	0	3	2	44	0	46
% App. Total	40	20	40		0	100	0		0	100	0		4.3	95.7	0	

Accurate Counts
978-664-2565

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Green St From North			Harris St From East			Green St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	51	5	4	3	0	63
11:15 AM	0	0	0	0	0	0	0	57	5	12	3	0	77
11:30 AM	0	0	0	0	0	0	4	47	3	6	3	0	63
11:45 AM	0	0	0	0	0	0	2	70	4	11	3	0	90
Total	0	0	0	0	0	0	6	225	17	33	12	0	293
12:00 PM	0	0	0	0	0	0	2	40	4	5	3	0	54
12:15 PM	0	0	0	0	0	0	1	42	2	2	0	0	47
12:30 PM	0	0	0	0	0	0	2	38	1	7	3	0	51
12:45 PM	0	0	0	0	0	0	0	45	6	3	5	0	59
Total	0	0	0	0	0	0	5	165	13	17	11	0	211
01:00 PM	0	0	0	0	0	0	1	55	2	4	3	0	65
01:15 PM	0	0	0	0	0	0	4	30	1	3	2	0	40
01:30 PM	0	0	0	0	0	0	2	35	5	3	0	0	45
01:45 PM	0	0	0	0	0	0	4	54	2	9	4	0	73
Total	0	0	0	0	0	0	11	174	10	19	9	0	223
Grand Total	0	0	0	0	0	0	22	564	40	69	32	0	727
Apprch %	0	0	0	0	0	0	3.5	90.1	6.4	68.3	31.7	0	
Total %	0	0	0	0	0	0	3	77.6	5.5	9.5	4.4	0	
Cars	0	0	0	0	0	0	22	562	40	69	32	0	725
% Cars	0	0	0	0	0	0	100	99.6	100	100	100	0	99.7
Trucks	0	0	0	0	0	0	0	2	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0.4	0	0	0	0	0.3

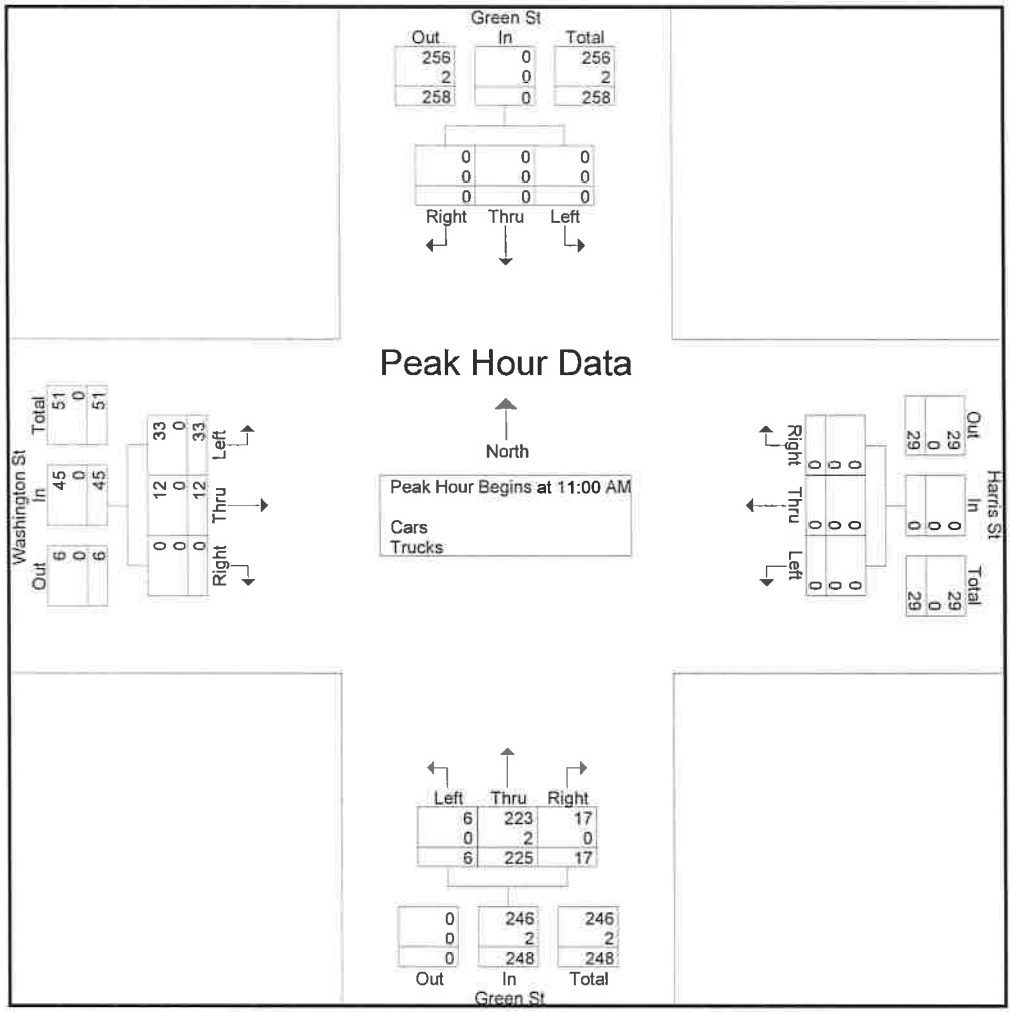
N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 2

	Green St From North				Harris St From East				Green St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	0	0	0	51	**5**	56	4	**3**	0	7	63
11:15 AM	0	0	0	0	0	0	0	0	0	57	5	62	**12**	3	0	**15**	77
11:30 AM	0	0	0	0	0	0	0	0	**4**	47	3	54	6	3	0	9	63
11:45 AM	0	0	0	0	0	0	0	0	2	**70**	4	**76**	11	3	0	14	**90**
Total Volume	0	0	0	0	0	0	0	0	6	225	17	248	33	12	0	45	293
% App. Total	0	0	0		0	0	0		2.4	90.7	6.9		73.3	26.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.375	.804	.850	.816	.688	1.00	.000	.750	.814
Cars	0	0	0	0	0	0	0	0	6	223	17	246	33	12	0	45	291
% Cars	0	0	0	0	0	0	0	0	100	99.1	100	99.2	100	100	0	100	99.3
Trucks	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0.7

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:00 AM				11:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	51	**5**	56	**12**	**3**	0	**15**
+15 mins.	0	0	0	0	0	0	0	0	0	57	5	62	6	3	0	9
+30 mins.	0	0	0	0	0	0	0	0	**4**	47	3	54	11	3	0	14
+45 mins.	0	0	0	0	0	0	0	0	2	**70**	4	**76**	5	3	0	8
Total Volume	0	0	0	0	0	0	0	0	6	225	17	248	34	12	0	46
% App. Total	0	0	0		0	0	0		2.4	90.7	6.9		73.9	26.1	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.375	.804	.850	.816	.708	1.000	.000	.767

I/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Green St From North			Harris St From East			Green St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	51	5	4	3	0	63
11:15 AM	0	0	0	0	0	0	0	57	5	12	3	0	77
11:30 AM	0	0	0	0	0	0	4	47	3	6	3	0	63
11:45 AM	0	0	0	0	0	0	2	68	4	11	3	0	88
Total	0	0	0	0	0	0	6	223	17	33	12	0	291
12:00 PM	0	0	0	0	0	0	2	40	4	5	3	0	54
12:15 PM	0	0	0	0	0	0	1	42	2	2	0	0	47
12:30 PM	0	0	0	0	0	0	2	38	1	7	3	0	51
12:45 PM	0	0	0	0	0	0	0	45	6	3	5	0	59
Total	0	0	0	0	0	0	5	165	13	17	11	0	211
01:00 PM	0	0	0	0	0	0	1	55	2	4	3	0	65
01:15 PM	0	0	0	0	0	0	4	30	1	3	2	0	40
01:30 PM	0	0	0	0	0	0	2	35	5	3	0	0	45
01:45 PM	0	0	0	0	0	0	4	54	2	9	4	0	73
Total	0	0	0	0	0	0	11	174	10	19	9	0	223
Grand Total	0	0	0	0	0	0	22	562	40	69	32	0	725
Apprch %	0	0	0	0	0	0	3.5	90.1	6.4	68.3	31.7	0	
Total %	0	0	0	0	0	0	3	77.5	5.5	9.5	4.4	0	

I/S Street : Green Street
:/W Street: Harris St / Washington St
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	Green St From North			Harris St From East			Green St From South			Washington St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	2	0	0	0	0	2
Apprch %	0	0	0	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	0	0	0	100	0	0	0	0	

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	Green St From North				Harris St From East				Green St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	3	9	2	11
11:15 AM	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	1	6	1	7
11:30 AM	0	0	1	3	0	0	0	2	0	0	0	1	0	0	0	0	6	1	7
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
Total	0	0	1	5	0	0	0	3	0	0	0	11	1	2	0	4	23	4	27
12:00 PM	0	0	0	0	0	0	0	4	1	0	0	3	0	0	0	2	9	1	10
12:15 PM	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2	2	4
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	5
Total	0	0	1	0	0	1	0	5	1	0	0	10	1	0	0	2	17	4	21
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	4	1	5
01:15 PM	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	2	9	0	9
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	6	11	0	11
01:45 PM	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	1	8	0	8
Total	0	0	0	2	0	0	0	5	0	0	0	13	1	0	0	12	32	1	33
Grand Total	0	0	2	7	0	1	0	13	1	0	0	34	3	2	0	18	72	9	81
Apprch %	0	0	100		0	100	0		100	0	0		60	40	0				
Total %	0	0	22.2		0	11.1	0		11.1	0	0		33.3	22.2	0		88.9	11.1	

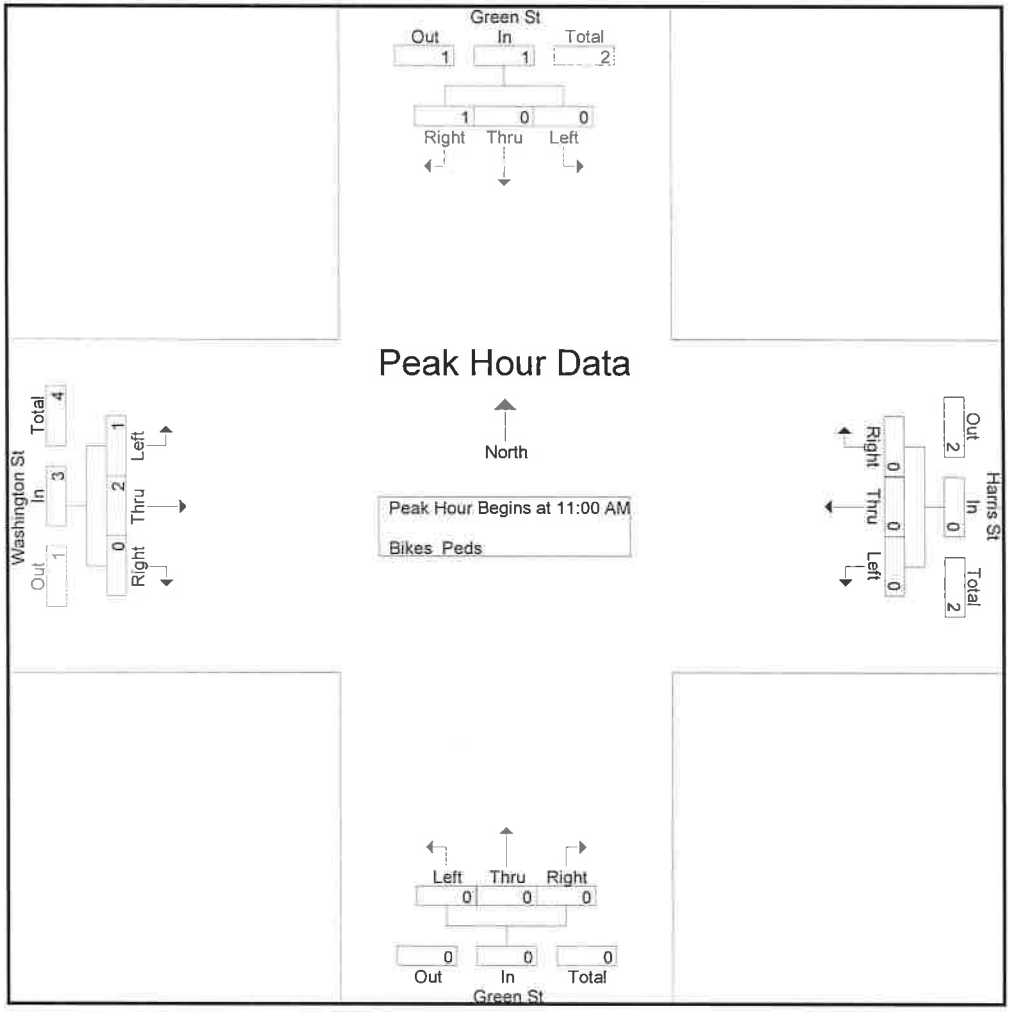
I/S Street : Green Street
:/W Street: Harris St / Washington St
;ity/State : Newburyport, MA
Veather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 14

	Green St From North				Harris St From East				Green St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	2	0	3	4
% App. Total	0	0	100		0	0	0		0	0	0		33.3	66.7	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375	.500

N/S Street : Green Street
E/W Street: Harris St / Washington St
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM				11:30 AM				11:15 AM				11:00 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0
Total Volume	0	0	2	2	0	1	0	1	1	0	0	1	1	2	0	3
% App. Total	0	0	100		0	100	0		100	0	0		33.3	66.7	0	
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.250	.000	.000	.250	.250	.500	.000	.375

Accurate Counts
978-664-2565

/S Street : Fair Street
/W Street : Prospect Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North			Prospect St From East			Fair St From South			Prospect St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	19	0	1	2	0	22
07:15 AM	3	0	0	0	0	0	0	17	1	2	1	0	24
07:30 AM	2	0	0	0	0	0	0	23	1	4	2	0	32
07:45 AM	1	0	0	0	0	0	0	34	3	4	2	0	44
Total	6	0	0	0	0	0	0	93	5	11	7	0	122
08:00 AM	2	0	0	0	0	0	0	37	0	10	2	0	51
08:15 AM	0	0	0	0	0	0	0	29	3	5	1	0	38
08:30 AM	1	0	0	0	0	0	0	32	1	8	4	0	46
08:45 AM	1	0	0	0	0	0	0	38	0	6	8	0	53
Total	4	0	0	0	0	0	0	136	4	29	15	0	188
Grand Total	10	0	0	0	0	0	0	229	9	40	22	0	310
Apprch %	100	0	0	0	0	0	0	96.2	3.8	64.5	35.5	0	
Total %	3.2	0	0	0	0	0	0	73.9	2.9	12.9	7.1	0	
Cars	10	0	0	0	0	0	0	229	9	40	22	0	310
% Cars	100	0	0	0	0	0	0	100	100	100	100	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts
978-664-2565

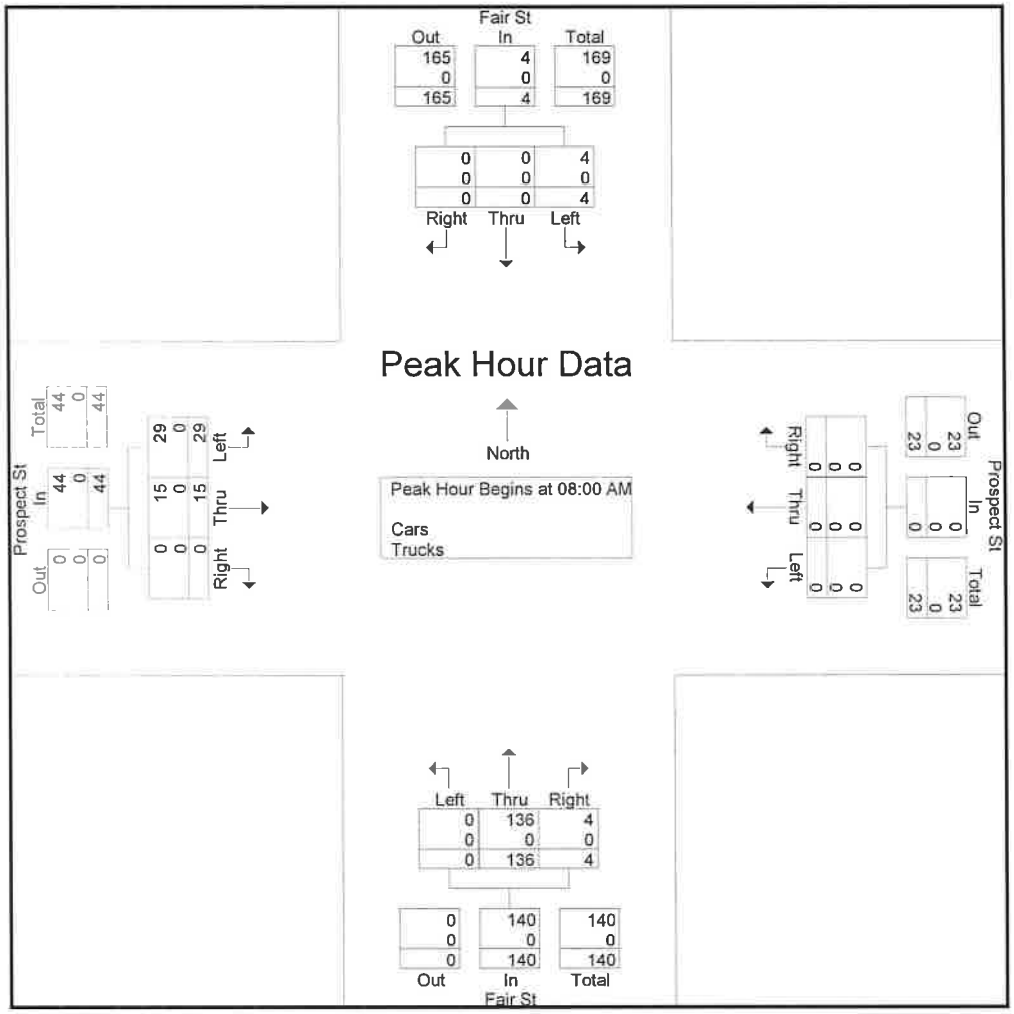
/S Street : Fair Street
/W Street : Prospect Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018

	Fair St From North				Prospect St From East				Fair St From South				Prospect St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**2**	0	0	**2**	0	0	0	0	0	37	0	37	**10**	2	0	12	51
08:15 AM	0	0	0	0	0	0	0	0	0	29	**3**	32	5	1	0	6	38
08:30 AM	1	0	0	1	0	0	0	0	0	32	1	33	8	4	0	12	46
08:45 AM	1	0	0	1	0	0	0	0	0	**38**	0	**38**	6	**8**	0	**14**	**53**
Total Volume	4	0	0	**4**	0	0	0	0	0	136	4	140	29	15	0	44	188
% App. Total	100	0	0		0	0	0		0	97.1	2.9		65.9	34.1	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.895	.333	.921	.725	.469	.000	.786	.887
Cars	4	0	0	4	0	0	0	0	0	136	4	140	29	15	0	44	188
% Cars	100	0	0	100	0	0	0	0	0	100	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	**3**	0	0	**3**	0	0	0	0	0	37	0	37	**10**	2	0	12
+15 mins.	2	0	0	2	0	0	0	0	0	29	**3**	32	5	1	0	6
+30 mins.	1	0	0	1	0	0	0	0	0	32	1	33	8	4	0	12
+45 mins.	2	0	0	2	0	0	0	0	0	**38**	0	**38**	6	**8**	0	**14**
Total Volume	8	0	0	8	0	0	0	0	0	136	4	140	29	15	0	44
% App. Total	100	0	0		0	0	0		0	97.1	2.9		65.9	34.1	0	

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Fair St From North			Prospect St From East			Fair St From South			Prospect St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	19	0	1	2	0	22
07:15 AM	3	0	0	0	0	0	0	17	1	2	1	0	24
07:30 AM	2	0	0	0	0	0	0	23	1	4	2	0	32
07:45 AM	1	0	0	0	0	0	0	34	3	4	2	0	44
Total	6	0	0	0	0	0	0	93	5	11	7	0	122
08:00 AM	2	0	0	0	0	0	0	37	0	10	2	0	51
08:15 AM	0	0	0	0	0	0	0	29	3	5	1	0	38
08:30 AM	1	0	0	0	0	0	0	32	1	8	4	0	46
08:45 AM	1	0	0	0	0	0	0	38	0	6	8	0	53
Total	4	0	0	0	0	0	0	136	4	29	15	0	188
Grand Total	10	0	0	0	0	0	0	229	9	40	22	0	310
Apprch %	100	0	0	0	0	0	0	96.2	3.8	64.5	35.5	0	
Total %	3.2	0	0	0	0	0	0	73.9	2.9	12.9	7.1	0	

/S Street : Fair Street
/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Fair St From North			Prospect St From East			Fair St From South			Prospect St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Fair St From North				Prospect St From East				Fair St From South				Prospect St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	2	0	2	0	2	6	4	10
07:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	1	4	1	5
07:30 AM	0	0	0	2	0	2	0	0	0	1	0	0	1	2	0	0	2	6	8
07:45 AM	0	0	0	3	0	0	0	2	0	1	0	0	0	2	0	0	5	3	8
Total	0	2	0	7	0	2	0	5	0	2	0	2	1	7	0	3	17	14	31
08:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	3	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	2
08:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
08:45 AM	0	0	0	3	0	0	0	1	0	1	0	0	0	1	0	0	4	2	6
Total	1	0	0	6	0	0	0	1	0	2	0	0	0	3	0	1	8	6	14
Grand Total	1	2	0	13	0	2	0	6	0	4	0	2	1	10	0	4	25	20	45
Apprch %	33.3	66.7	0		0	100	0		0	100	0		9.1	90.9	0				
Total %	5	10	0		0	10	0		0	20	0		5	50	0		55.6	44.4	

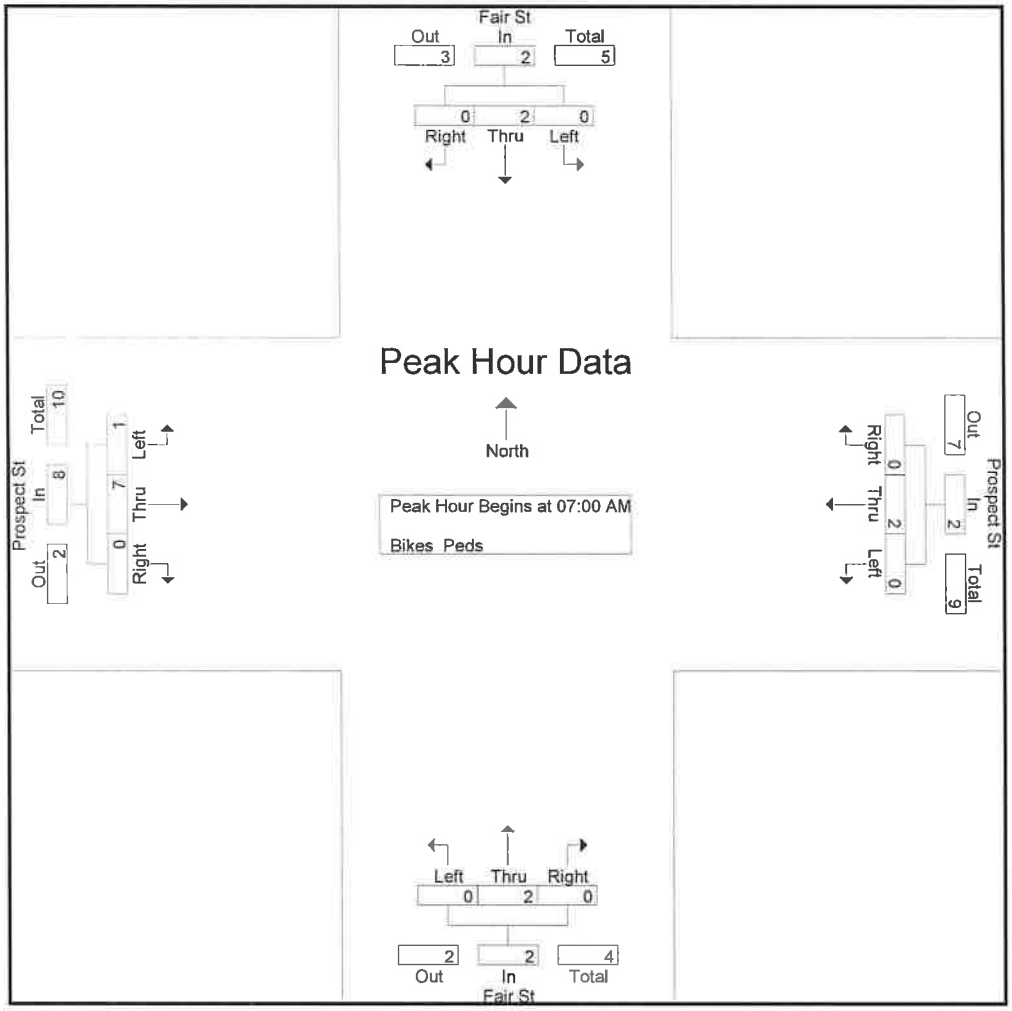
N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Fair St From North				Prospect St From East				Fair St From South				Prospect St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	**2**	0	2	**4**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	**1**	2	0	**3**	**6**
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
Total Volume	0	2	0	2	0	2	0	2	0	2	0	2	1	7	0	8	14
% App. Total	0	100	0		0	100	0		0	100	0		12.5	87.5	0		
PHF	.000	.250	.000	250	.000	.250	.000	.250	.000	.500	.000	.500	.250	.875	.000	.667	.583

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	**2**	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	**1**	2	0	**3**
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
Total Volume	0	2	0	2	0	2	0	2	0	2	0	2	1	7	0	8
% App. Total	0	100	0		0	100	0		0	100	0		12.5	87.5	0	

Accurate Counts
978-664-2565

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018

Groups Printed- Cars - Trucks

	Fair St From North			Prospect St From East			Fair St From South			Prospect St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	3	0	0	0	0	0	0	34	3	4	4	0	48
04:15 PM	3	0	0	0	0	0	0	29	3	3	5	0	43
04:30 PM	4	0	0	0	0	0	0	34	7	6	6	0	57
04:45 PM	2	0	0	0	0	0	0	41	2	4	4	0	53
Total	12	0	0	0	0	0	0	138	15	17	19	0	201
05:00 PM	4	0	0	0	0	0	0	39	4	6	9	0	62
05:15 PM	2	0	0	0	0	0	0	50	4	8	8	0	72
05:30 PM	0	0	0	0	0	0	0	33	0	3	5	0	41
05:45 PM	2	0	0	0	0	0	0	36	2	19	4	0	63
Total	8	0	0	0	0	0	0	158	10	36	26	0	238
Grand Total	20	0	0	0	0	0	0	296	25	53	45	0	439
Apprch %	100	0	0	0	0	0	0	92.2	7.8	54.1	45.9	0	
Total %	4.6	0	0	0	0	0	0	67.4	5.7	12.1	10.3	0	
Cars	20	0	0	0	0	0	0	296	25	53	45	0	439
% Cars	100	0	0	0	0	0	0	100	100	100	100	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

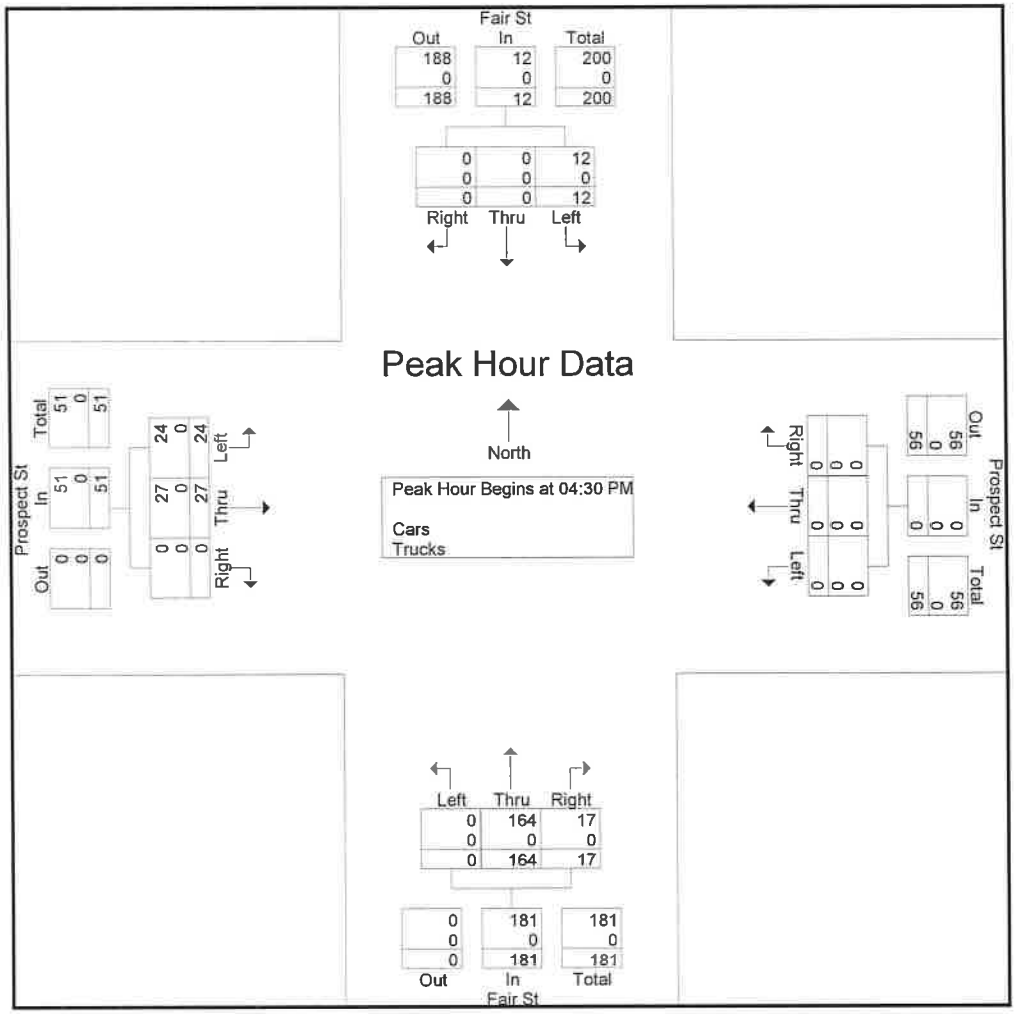
N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 2

	Fair St From North				Prospect St From East				Fair St From South				Prospect St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**4**	0	0	**4**	0	0	0	0	0	34	**7**	41	6	6	0	12	57
04:45 PM	2	0	0	2	0	0	0	0	0	41	2	43	4	4	0	8	53
05:00 PM	4	0	0	4	0	0	0	0	0	39	4	43	6	**9**	0	15	62
05:15 PM	2	0	0	2	0	0	0	0	0	**50**	4	**54**	**8**	8	0	**16**	**72**
Total Volume	12	0	0	12	0	0	0	0	0	164	17	181	24	27	0	51	244
% App. Total	100	0	0		0	0	0		0	90.6	9.4		47.1	52.9	0		
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.820	.607	.838	.750	.750	.000	.797	.847
Cars	12	0	0	12	0	0	0	0	0	164	17	181	24	27	0	51	244
% Cars	100	0	0	100	0	0	0	0	0	100	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

WS Street : Fair Street
NW Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	3	0	0	3	0	0	0	0	0	34	**7**	41	6	**9**	0	15
+15 mins.	**4**	0	0	**4**	0	0	0	0	0	41	2	43	8	8	0	16
+30 mins.	2	0	0	2	0	0	0	0	0	39	4	43	3	5	0	8
+45 mins.	4	0	0	4	0	0	0	0	0	**50**	4	**54**	**19**	4	0	**23**
Total Volume	13	0	0	13	0	0	0	0	0	164	17	181	36	26	0	62
% App. Total	100	0	0		0	0	0		0	90.6	9.4		58.1	41.9	0	

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Fair St From North			Prospect St From East			Fair St From South			Prospect St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	3	0	0	0	0	0	0	34	3	4	4	0	48
04:15 PM	3	0	0	0	0	0	0	29	3	3	5	0	43
04:30 PM	4	0	0	0	0	0	0	34	7	6	6	0	57
04:45 PM	2	0	0	0	0	0	0	41	2	4	4	0	53
Total	12	0	0	0	0	0	0	138	15	17	19	0	201
05:00 PM	4	0	0	0	0	0	0	39	4	6	9	0	62
05:15 PM	2	0	0	0	0	0	0	50	4	8	8	0	72
05:30 PM	0	0	0	0	0	0	0	33	0	3	5	0	41
05:45 PM	2	0	0	0	0	0	0	36	2	19	4	0	63
Total	8	0	0	0	0	0	0	158	10	36	26	0	238
Grand Total	20	0	0	0	0	0	0	296	25	53	45	0	439
Apprch %	100	0	0	0	0	0	0	92.2	7.8	54.1	45.9	0	
Total %	4.6	0	0	0	0	0	0	67.4	5.7	12.1	10.3	0	

I/S Street : Fair Street
:/W Street : Prospect Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Fair St From North			Prospect St From East			Fair St From South			Prospect St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Fair St From North				Prospect St From East				Fair St From South				Prospect St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	4	0	0	0	2	0	0	0	0	1	2	0	0	6	3	9
04:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	2	4	1	5
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	11	0	4	0	3	14	5	19
04:45 PM	0	0	0	7	0	0	0	0	0	0	0	2	0	2	0	0	9	2	11
Total	0	0	0	12	0	1	0	3	0	0	0	13	1	9	0	5	33	11	44
05:00 PM	1	0	0	4	0	0	0	2	0	0	0	6	0	4	0	1	13	5	18
05:15 PM	0	0	0	7	0	0	1	11	0	0	0	17	2	10	0	0	35	13	48
05:30 PM	0	0	0	6	0	0	0	2	0	2	0	27	2	6	0	2	37	10	47
05:45 PM	0	0	0	21	0	0	1	13	0	1	0	34	2	6	0	6	74	10	84
Total	1	0	0	38	0	0	2	28	0	3	0	84	6	26	0	9	159	38	197
Grand Total	1	0	0	50	0	1	2	31	0	3	0	97	7	35	0	14	192	49	241
Apprch %	100	0	0		0	33.3	66.7		0	100	0		16.7	83.3	0				
Total %	2	0	0		0	2	4.1		0	6.1	0		14.3	71.4	0		79.7	20.3	

I/S Street : Fair Street
:/W Street : Prospect Street
:ity/State : Newburyport, MA
Veather : Clear

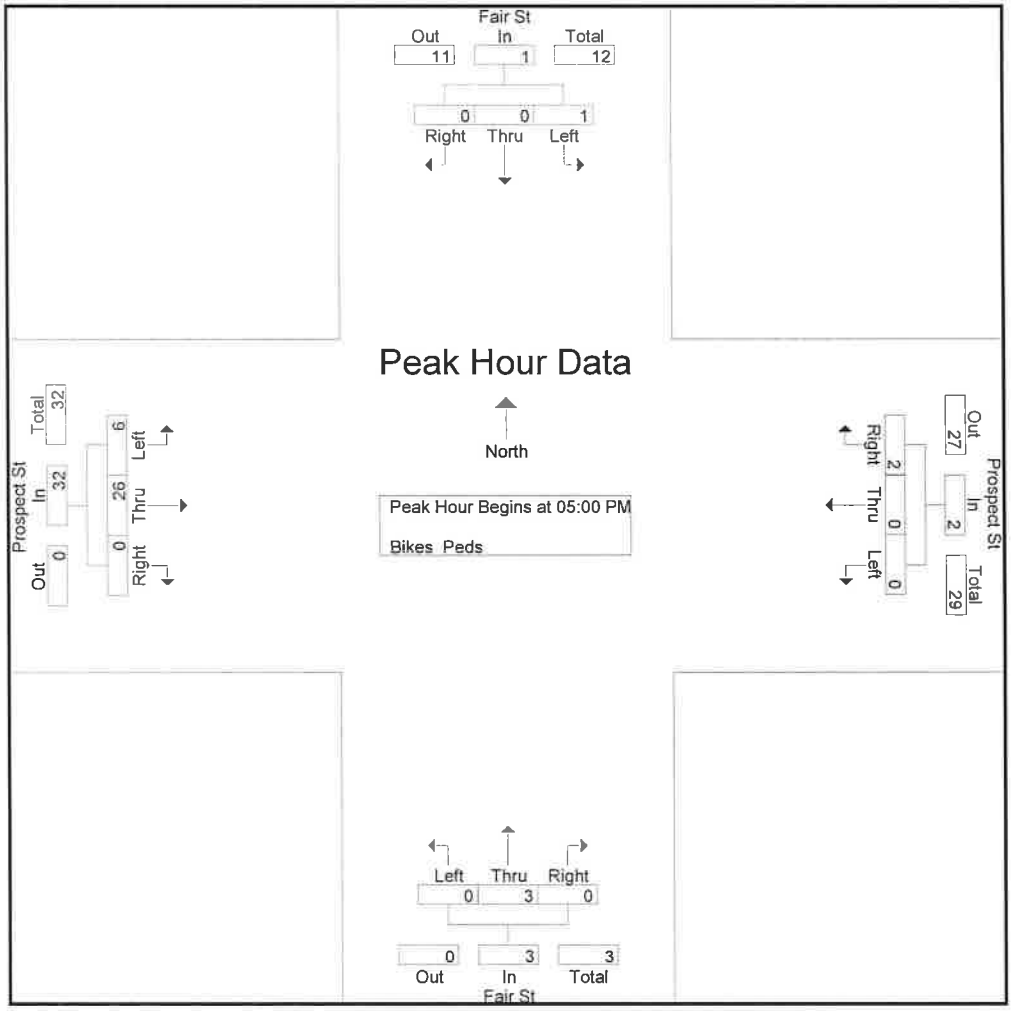
File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Fair St From North				Prospect St From East				Fair St From South				Prospect St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	4	0	4	5
05:15 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**2**	**10**	0	12	**13**
05:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2	6	0	8	10
05:45 PM	0	0	0	0	0	0	1	1	0	1	0	1	2	6	0	8	10
Total Volume	1	0	0	1	0	0	2	2	0	3	0	3	6	26	0	32	38
% App. Total	100	0	0		0	0	100		0	100	0		18.8	81.2	0		
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.375	.000	.375	.750	.650	.000	.667	.731

978-664-2565

/S Street : Fair Street
/W Street : Prospect Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

eak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**10**	0	**12**
+30 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2	6	0	8
+45 mins.	**1**	0	0	**1**	0	0	**1**	1	0	1	0	1	2	6	0	8
Total Volume	1	0	0	1	0	1	1	2	0	3	0	3	6	26	0	32
% App. Total	100	0	0		0	50	50		0	100	0		18.8	81.2	0	

Accurate Counts
978-664-2565

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Fair St From North			Prospect St From East			Fair St From South			Prospect St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	3	0	0	0	0	0	0	42	2	12	3	0	62
11:15 AM	1	0	0	0	0	0	0	40	1	9	6	0	57
11:30 AM	1	0	0	0	0	0	0	36	3	7	9	0	56
11:45 AM	2	0	0	0	0	0	0	44	1	11	7	0	65
Total	7	0	0	0	0	0	0	162	7	39	25	0	240
12:00 PM	1	0	0	0	0	0	0	34	2	8	4	0	49
12:15 PM	4	0	0	0	0	0	0	28	3	6	6	0	47
12:30 PM	0	0	0	0	0	0	0	33	0	10	6	0	49
12:45 PM	2	0	0	0	0	0	0	25	1	5	2	0	35
Total	7	0	0	0	0	0	0	120	6	29	18	0	180
01:00 PM	1	0	0	0	0	0	0	39	4	6	10	0	60
01:15 PM	1	0	0	0	0	0	0	33	2	4	1	0	41
01:30 PM	1	0	0	0	0	0	0	30	5	5	2	0	43
01:45 PM	2	0	0	0	0	0	0	24	2	6	4	0	38
Total	5	0	0	0	0	0	0	126	13	21	17	0	182
Grand Total	19	0	0	0	0	0	0	408	26	89	60	0	602
Apprch %	100	0	0	0	0	0	0	94	6	59.7	40.3	0	
Total %	3.2	0	0	0	0	0	0	67.8	4.3	14.8	10	0	
Cars	19	0	0	0	0	0	0	408	26	89	60	0	602
% Cars	100	0	0	0	0	0	0	100	100	100	100	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Cloudy

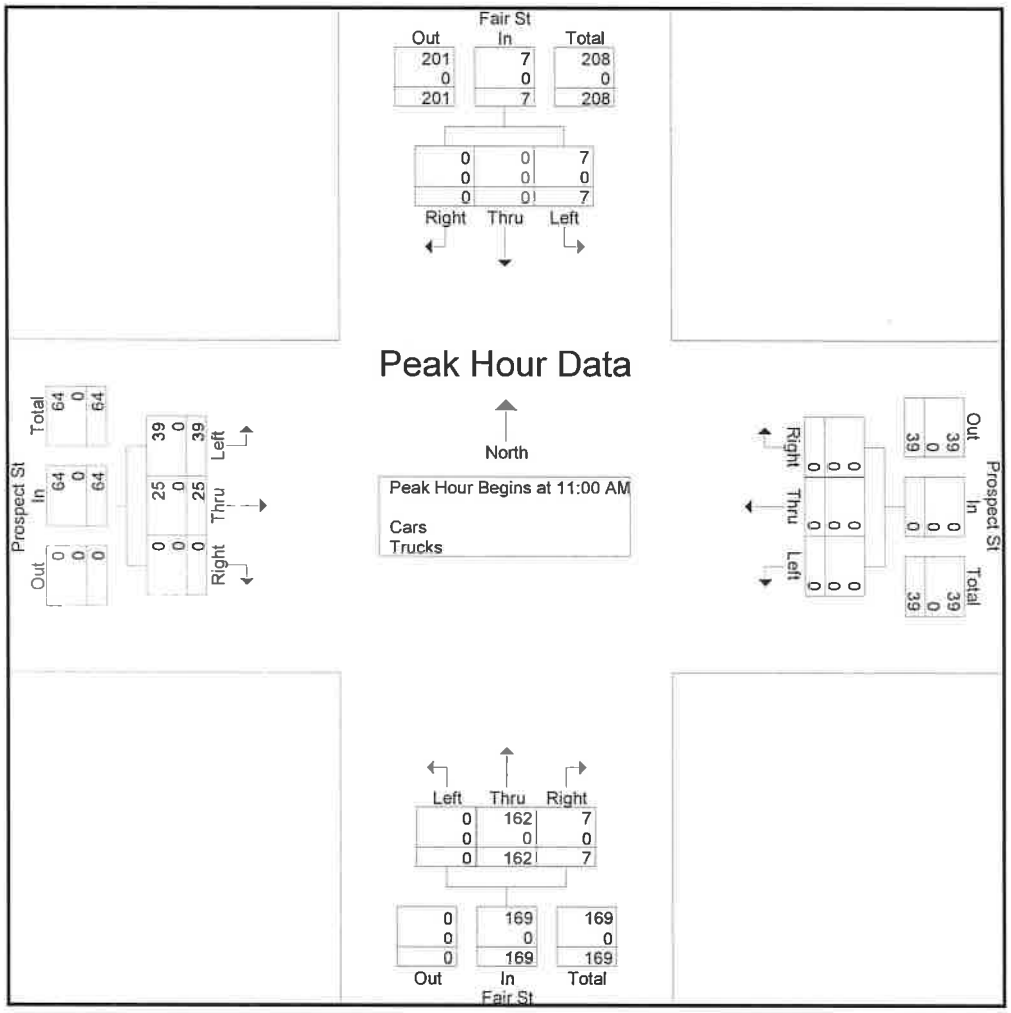
File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 2

	Fair St From North				Prospect St From East				Fair St From South				Prospect St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	**3**	0	0	**3**	0	0	0	0	0	42	2	44	**12**	3	0	15	62
11:15 AM	1	0	0	1	0	0	0	0	0	40	1	41	9	6	0	15	57
11:30 AM	1	0	0	1	0	0	0	0	0	36	**3**	39	7	**9**	0	16	56
11:45 AM	2	0	0	2	0	0	0	0	0	**44**	1	**45**	11	7	0	**18**	**65**
Total Volume	7	0	0	7	0	0	0	0	0	162	7	169	39	25	0	64	240
% App. Total	100	0	0		0	0	0		0	95.9	4.1		60.9	39.1	0		
PHF	.583	.000	.000	.583	.000	.000	.000	.000	.000	.920	.583	.939	.813	.694	.000	.889	.923
Cars	7	0	0	7	0	0	0	0	0	162	7	169	39	25	0	64	240
% Cars	100	0	0	100	0	0	0	0	0	100	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	42	2	44	**12**	3	0	15
+15 mins.	2	0	0	2	0	0	0	0	0	40	1	41	9	6	0	15
+30 mins.	1	0	0	1	0	0	0	0	0	36	**3**	39	7	**9**	0	16
+45 mins.	**4**	0	0	**4**	0	0	0	0	0	**44**	1	**45**	11	7	0	**18**
Total Volume	8	0	0	8	0	0	0	0	0	162	7	169	39	25	0	64
% App. Total	100	0	0		0	0	0		0	95.9	4.1		60.9	39.1	0	
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.920	.583	.939	.813	.694	.000	.889

I/S Street : Fair Street
/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Fair St From North			Prospect St From East			Fair St From South			Prospect St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	3	0	0	0	0	0	0	42	2	12	3	0	62
11:15 AM	1	0	0	0	0	0	0	40	1	9	6	0	57
11:30 AM	1	0	0	0	0	0	0	36	3	7	9	0	56
11:45 AM	2	0	0	0	0	0	0	44	1	11	7	0	65
Total	7	0	0	0	0	0	0	162	7	39	25	0	240
12:00 PM	1	0	0	0	0	0	0	34	2	8	4	0	49
12:15 PM	4	0	0	0	0	0	0	28	3	6	6	0	47
12:30 PM	0	0	0	0	0	0	0	33	0	10	6	0	49
12:45 PM	2	0	0	0	0	0	0	25	1	5	2	0	35
Total	7	0	0	0	0	0	0	120	6	29	18	0	180
01:00 PM	1	0	0	0	0	0	0	39	4	6	10	0	60
01:15 PM	1	0	0	0	0	0	0	33	2	4	1	0	41
01:30 PM	1	0	0	0	0	0	0	30	5	5	2	0	43
01:45 PM	2	0	0	0	0	0	0	24	2	6	4	0	38
Total	5	0	0	0	0	0	0	126	13	21	17	0	182
Grand Total	19	0	0	0	0	0	0	408	26	89	60	0	602
Apprch %	100	0	0	0	0	0	0	94	6	59.7	40.3	0	
Total %	3.2	0	0	0	0	0	0	67.8	4.3	14.8	10	0	

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	Fair St From North			Prospect St From East			Fair St From South			Prospect St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

I/S Street : Fair Street
:/W Street : Prospect Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 79920S1
Site Code : 7992001·
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	Fair St From North				Prospect St From East				Fair St From South				Prospect St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
11:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	2	1	3
11:30 AM	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	8	0	8
11:45 AM	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5	0	5
Total	0	0	0	12	0	0	0	0	0	0	0	4	0	1	0	2	18	1	19
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	5	0	0	0	1	0	0	0	1	1	0	0	0	7	1	8
Total	0	0	0	7	0	0	0	1	0	0	0	1	1	0	0	0	9	1	10
01:00 PM	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	6	0	6
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4	0	4
01:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	1	12	0	12
Grand Total	0	0	0	29	0	0	0	1	0	0	0	6	1	1	0	3	39	2	41
Apprch %	0	0	0		0	0	0		0	0	0		50	50	0				
Total %	0	0	0		0	0	0		0	0	0		50	50	0		95.1	4.9	

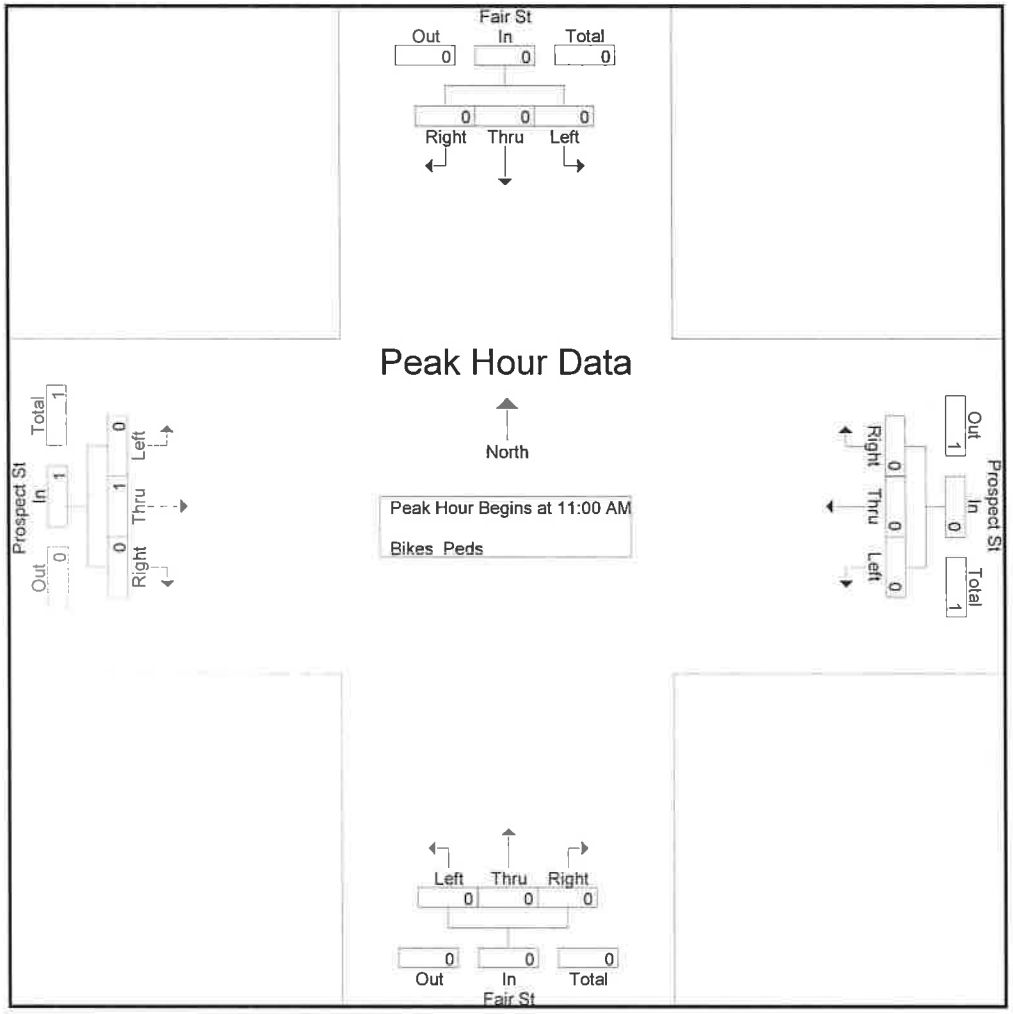
N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 14

	Fair St From North				Prospect St From East				Fair St From South				Prospect St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

N/S Street : Fair Street
E/W Street : Prospect Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Kent St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	5	7	66	2	3	59	1
07:15 AM	6	7	85	4	1	83	1
07:30 AM	9	6	98	6	5	92	2
07:45 AM	6	15	119	6	5	135	2
Total	26	35	368	18	14	369	8
08:00 AM	5	9	118	10	11	130	2
08:15 AM	10	17	142	5	6	147	3
08:30 AM	6	15	137	5	5	160	3
08:45 AM	9	14	179	8	5	167	3
Total	30	55	576	28	27	604	13
Grand Total	56	90	944	46	41	973	21
Apprch %	38.4	61.6	95.4	4.6	4	96	
Total %	2.6	4.2	43.9	2.1	1.9	45.3	
Cars	55	90	923	46	41	951	21
% Cars	98.2	100	97.8	100	100	97.7	
Trucks	1	0	21	0	0	22	
% Trucks	1.8	0	2.2	0	0	2.3	

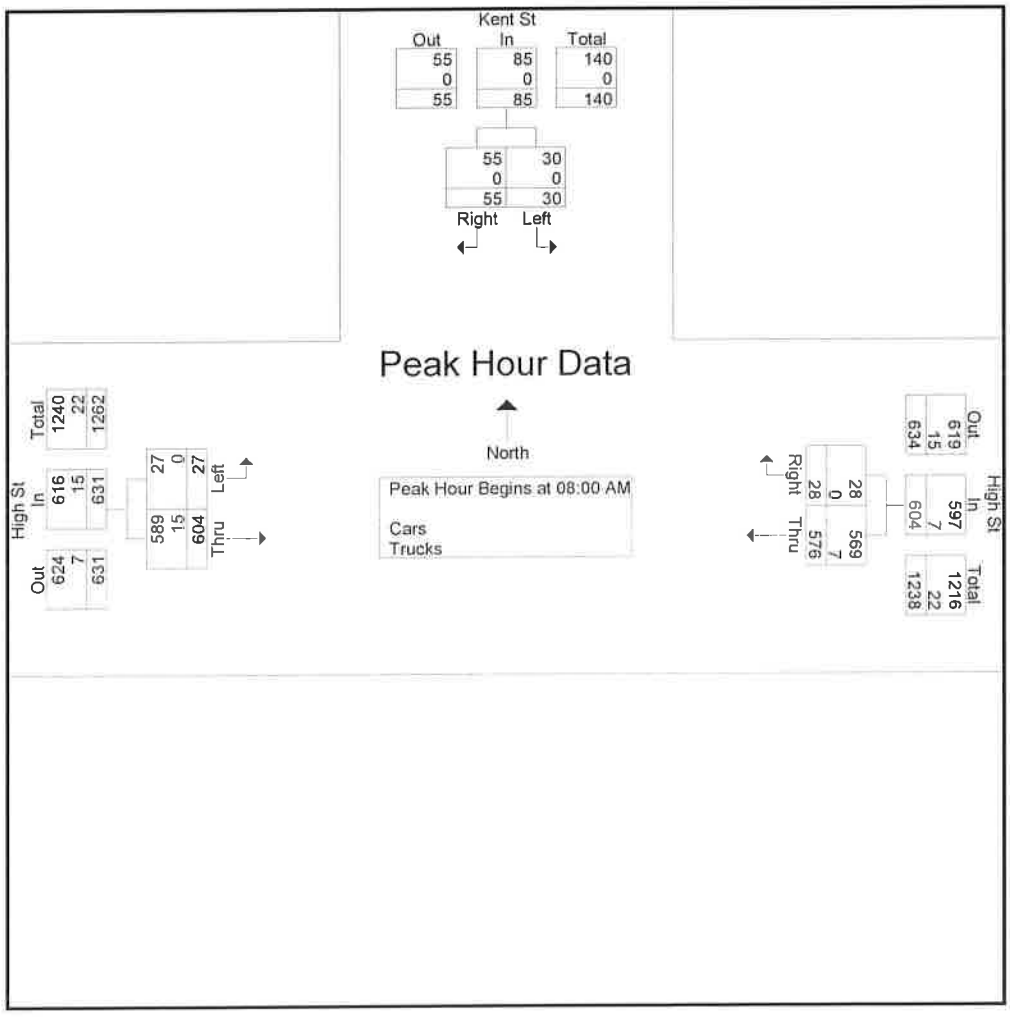
Accurate Counts

978-664-2565

S Street : Kent Street
/V Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Kent St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	5	9	14	118	**10**	128	**11**	130	141	2
08:15 AM	**10**	**17**	**27**	142	5	147	6	147	153	3
08:30 AM	6	15	21	137	5	142	5	160	165	3
08:45 AM	9	14	23	**179**	8	**187**	5	**167**	**172**	3
Total Volume	30	55	85	576	28	604	27	604	631	13
% App. Total	35.3	64.7		95.4	4.6		4.3	95.7		
PHF	.750	.809	.787	.804	.700	.807	.614	.904	.917	.8
Cars	30	55	85	569	28	597	27	589	616	12
% Cars	100	100	100	98.8	100	98.8	100	97.5	97.6	98
Trucks	0	0	0	7	0	7	0	15	15	2
% Trucks	0	0	0	1.2	0	1.2	0	2.5	2.4	1



Accurate Counts

978-664-2565

S Street : Kent Street
/W Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Kent St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	4	7	64	2	3	59	1:
07:15 AM	6	7	79	4	1	83	1{
07:30 AM	9	6	97	6	5	88	2'
07:45 AM	6	15	114	6	5	132	2:
Total	25	35	354	18	14	362	8(
08:00 AM	5	9	116	10	11	128	2:
08:15 AM	10	17	140	5	6	144	3:
08:30 AM	6	15	136	5	5	152	3'
08:45 AM	9	14	177	8	5	165	3:
Total	30	55	569	28	27	589	12(
Grand Total	55	90	923	46	41	951	21(
Apprch %	37.9	62.1	95.3	4.7	4.1	95.9	
Total %	2.6	4.3	43.8	2.2	1.9	45.2	

Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Kent St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	1	0	2	0	0	0	
07:15 AM	0	0	6	0	0	0	
07:30 AM	0	0	1	0	0	4	
07:45 AM	0	0	5	0	0	3	
Total	1	0	14	0	0	7	
08:00 AM	0	0	2	0	0	2	
08:15 AM	0	0	2	0	0	3	
08:30 AM	0	0	1	0	0	8	
08:45 AM	0	0	2	0	0	2	
Total	0	0	7	0	0	15	
Grand Total	1	0	21	0	0	22	
Apprch %	100	0	100	0	0	100	
Total %	2.3	0	47.7	0	0	50	

Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Kent St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	0	0	1	2	0	0	0	0	0	1	2	
07:15 AM	0	0	1	0	0	0	0	3	0	1	3	
07:30 AM	0	0	0	2	0	0	0	2	0	0	4	
07:45 AM	0	0	3	2	0	0	0	1	0	3	3	
Total	0	0	5	6	0	0	0	6	0	5	12	1
08:00 AM	0	0	4	0	0	0	0	0	0	4	0	
08:15 AM	0	1	3	1	1	0	0	3	0	3	6	
08:30 AM	0	0	1	1	0	1	0	0	0	2	1	
08:45 AM	0	0	0	1	0	3	0	1	0	3	2	
Total	0	1	8	3	1	4	0	4	0	12	9	2
Grand Total	0	1	13	9	1	4	0	10	0	17	21	3
Apprch %	0	100		90	10		0	100				
Total %	0	4.8		42.9	4.8		0	47.6		44.7	55.3	

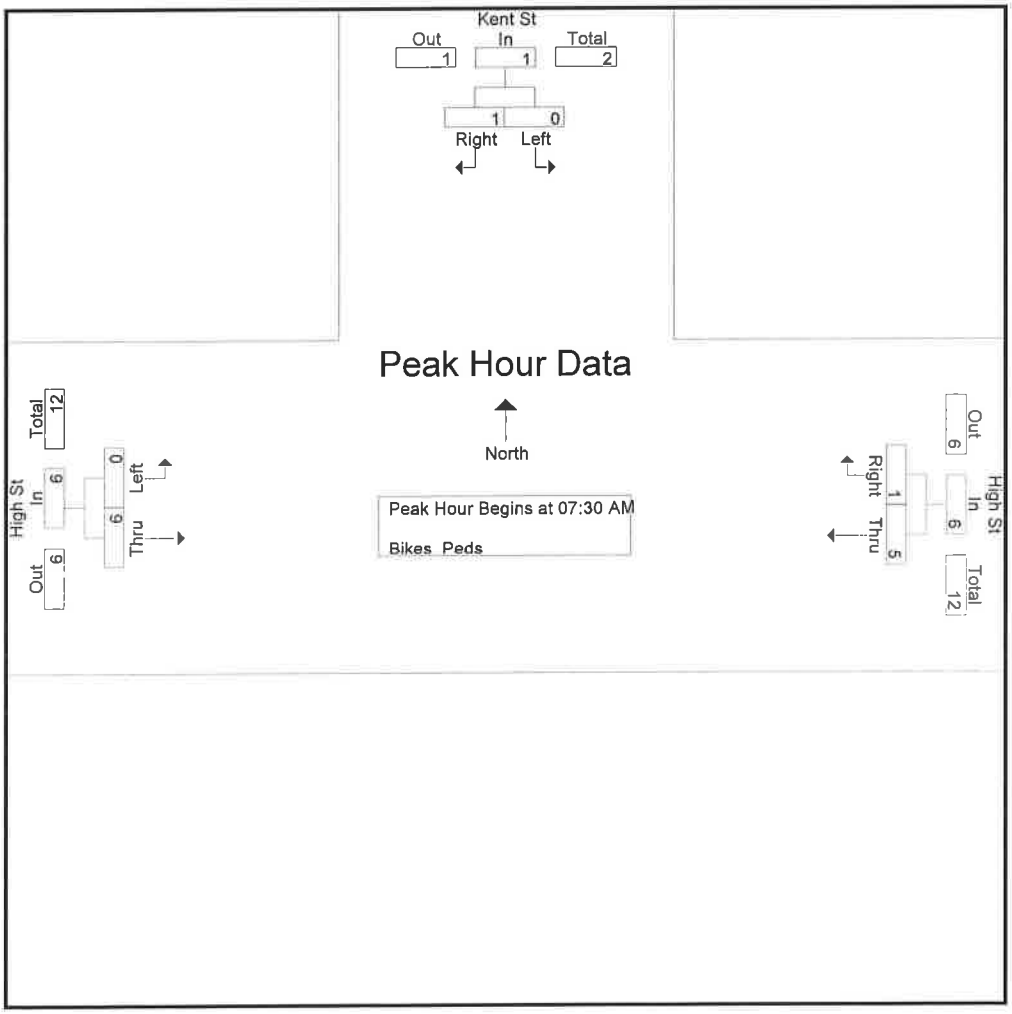
Accurate Counts

978-664-2565

S Street : Kent Street
/V Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Kent St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	**2**	0	**2**	0	2	2	
07:45 AM	0	0	0	2	0	2	0	1	1	
08:00 AM	0	0	0	0	0	0	0	0	0	
08:15 AM	0	**1**	**1**	1	**1**	2	0	**3**	**3**	
Total Volume	0	1	1	5	1	6	0	6	6	1
% App. Total	0	100		83.3	16.7		0	100		
PHF	.000	.250	.250	.625	.250	.750	.000	.500	.500	.54



Accurate Counts

978-664-2565

S Street : Kent Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Kent St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	5	12	177	9	12	142	3
04:15 PM	2	13	176	11	13	187	4
04:30 PM	6	7	174	11	16	155	3
04:45 PM	6	11	176	7	9	203	4
Total	19	43	703	38	50	687	15
05:00 PM	7	12	184	8	12	184	4
05:15 PM	8	8	143	8	13	224	4
05:30 PM	7	9	151	17	14	197	3
05:45 PM	5	9	131	8	11	176	3
Total	27	38	609	41	50	781	15
Grand Total	46	81	1312	79	100	1468	30
Apprch %	36.2	63.8	94.3	5.7	6.4	93.6	
Total %	1.5	2.6	42.5	2.6	3.2	47.6	
Cars	46	81	1310	79	100	1465	30
% Cars	100	100	99.8	100	100	99.8	99
Trucks	0	0	2	0	0	3	
% Trucks	0	0	0.2	0	0	0.2	0

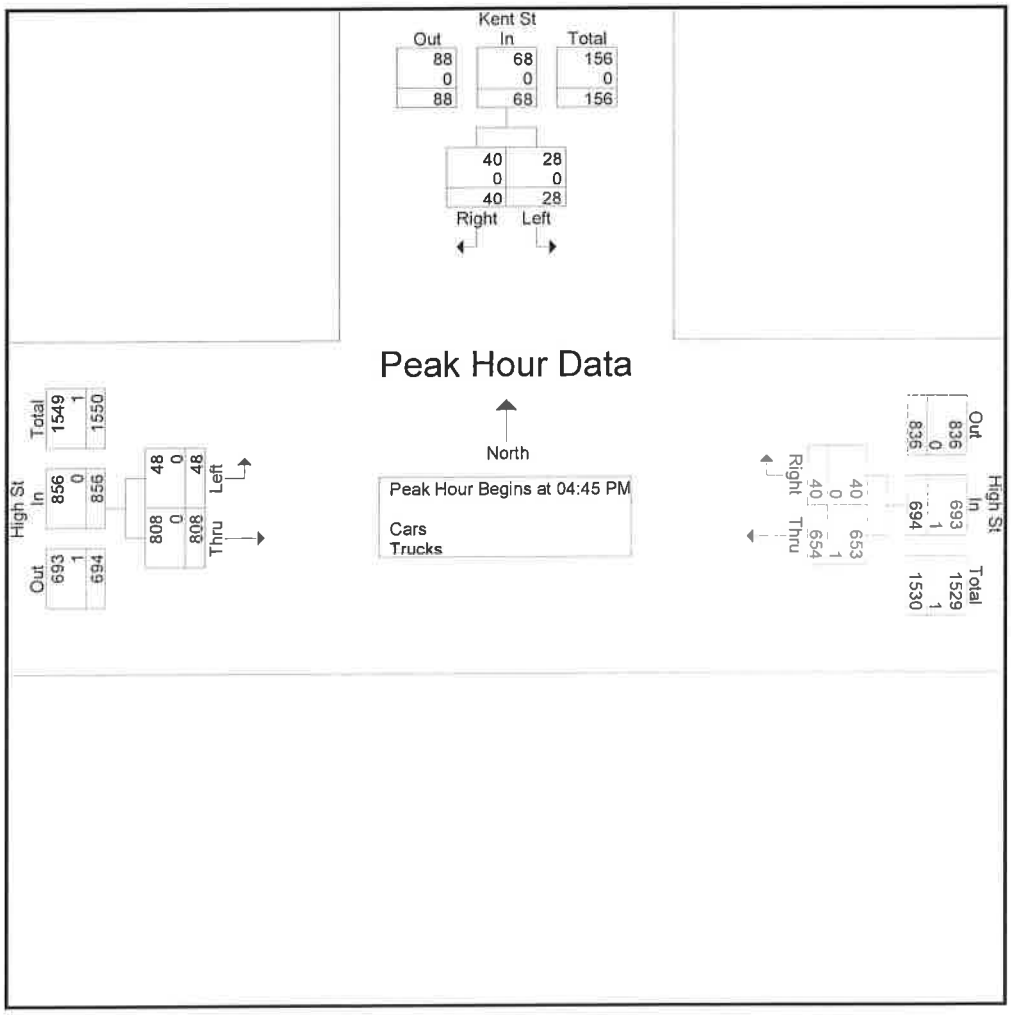
Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Kent St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	6	11	17	176	7	183	9	203	212	**41**
05:00 PM	7	**12**	**19**	**184**	8	**192**	12	184	196	4C
05:15 PM	**8**	8	16	143	8	151	13	**224**	**237**	4C
05:30 PM	7	9	16	151	**17**	168	**14**	197	211	3S
Total Volume	28	40	68	654	40	694	48	808	856	161
% App. Total	41.2	58.8		94.2	5.8		5.6	94.4		
PHF	.875	.833	.895	.889	.588	.904	.857	.902	.903	.9E
Cars	28	40	68	653	40	693	48	808	856	161
% Cars	100	100	100	99.8	100	99.9	100	100	100	99
Trucks	0	0	0	1	0	1	0	0	0	
% Trucks	0	0	0	0.2	0	0.1	0	0	0	0



Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Kent St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	5	12	176	9	12	141	3
04:15 PM	2	13	176	11	13	187	4
04:30 PM	6	7	174	11	16	153	3
04:45 PM	6	11	176	7	9	203	4
Total	19	43	702	38	50	684	15
05:00 PM	7	12	184	8	12	184	4
05:15 PM	8	8	143	8	13	224	4
05:30 PM	7	9	150	17	14	197	3
05:45 PM	5	9	131	8	11	176	3
Total	27	38	608	41	50	781	15
Grand Total	46	81	1310	79	100	1465	30
Apprch %	36.2	63.8	94.3	5.7	6.4	93.6	
Total %	1.5	2.6	42.5	2.6	3.2	47.5	

Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Kent St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	0	0	1	0	0	1	
04:15 PM	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	2	
04:45 PM	0	0	0	0	0	0	
Total	0	0	1	0	0	3	
05:00 PM	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	
05:30 PM	0	0	1	0	0	0	
05:45 PM	0	0	0	0	0	0	
Total	0	0	1	0	0	0	
Grand Total	0	0	2	0	0	3	
Apprch %	0	0	100	0	0	100	
Total %	0	0	40	0	0	60	

Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Kent St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	0	1	2	0	0	0	2	0	1	4	
04:15 PM	1	0	1	3	0	0	1	2	0	1	7	
04:30 PM	0	1	0	1	0	0	0	3	0	0	5	
04:45 PM	0	0	1	0	0	0	0	1	0	1	1	
Total	1	1	3	6	0	0	1	8	0	3	17	2
05:00 PM	0	1	1	0	0	4	0	4	0	5	5	1
05:15 PM	0	0	1	0	0	1	2	5	0	2	7	
05:30 PM	0	0	0	2	0	1	0	6	0	1	8	
05:45 PM	0	0	3	1	0	0	3	8	0	3	12	1
Total	0	1	5	3	0	6	5	23	0	11	32	4
Grand Total	1	2	8	9	0	6	6	31	0	14	49	6
Apprch %	33.3	66.7		100	0		16.2	83.8				
Total %	2	4.1		18.4	0		12.2	63.3		22.2	77.8	

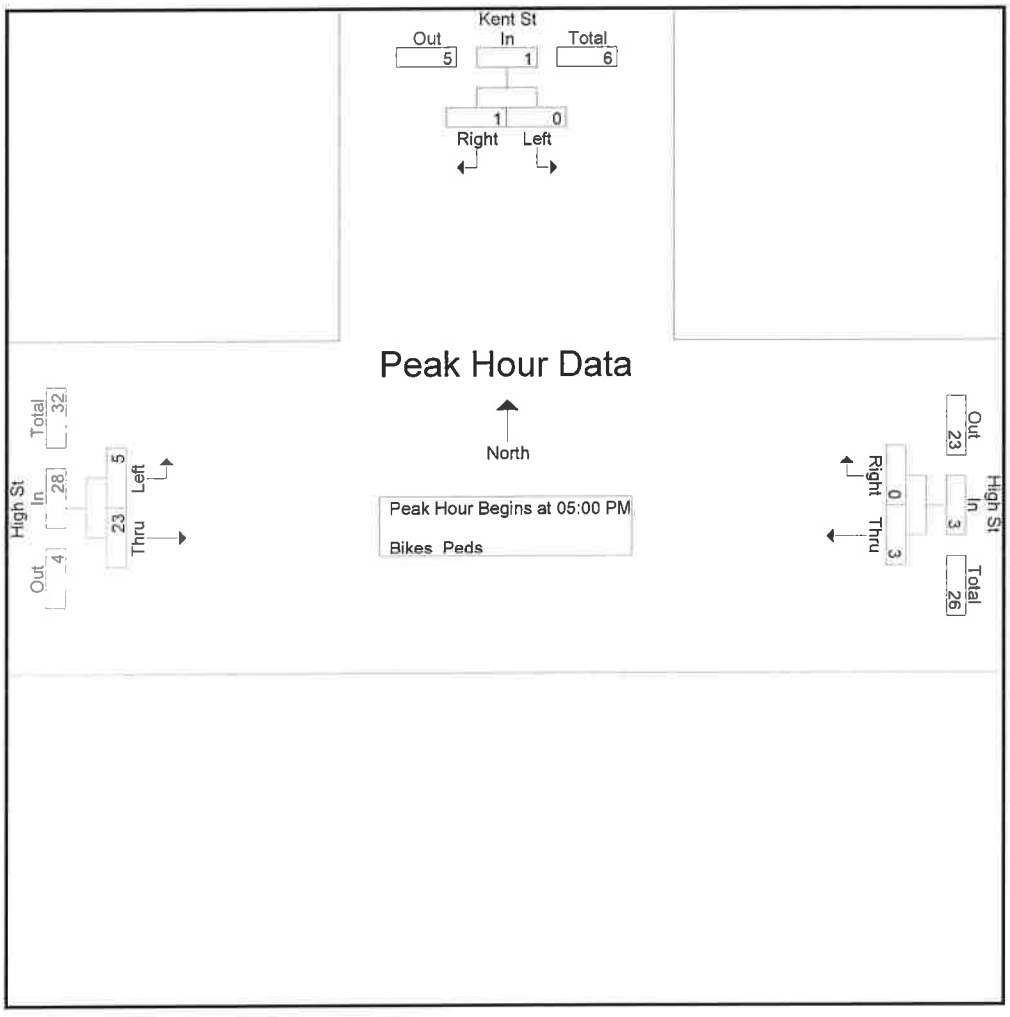
Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Kent St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	**1**	**1**	0	0	0	0	4	4	
05:15 PM	0	0	0	0	0	0	2	5	7	
05:30 PM	0	0	0	**2**	0	**2**	0	6	6	
05:45 PM	0	0	0	1	0	1	**3**	**8**	**11**	1
Total Volume	0	1	1	3	0	3	5	23	28	3
% App. Total	0	100		100	0		17.9	82.1		
PHF	.000	.250	.250	.375	.000	.375	.417	.719	.636	.66



Accurate Counts

978-664-2565

S Street : Kent Street
/N Street: High Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 1

Groups Printed- Cars - Trucks

	Kent St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	5	12	188	13	13	160	3
11:15 AM	1	12	173	12	6	171	3
11:30 AM	2	6	159	1	9	167	3
11:45 AM	8	16	170	4	7	167	3
Total	16	46	690	30	35	665	14
12:00 PM	4	10	150	10	13	139	3
12:15 PM	1	8	153	9	9	147	3
12:30 PM	7	15	148	8	11	136	3
12:45 PM	5	8	149	5	9	121	2
Total	17	41	600	32	42	543	12
01:00 PM	3	11	147	6	8	142	3
01:15 PM	2	11	147	7	9	113	2
01:30 PM	3	14	155	7	10	132	3
01:45 PM	2	6	137	4	17	130	2
Total	10	42	586	24	44	517	12
Grand Total	43	129	1876	86	121	1725	39
Apprch %	25	75	95.6	4.4	6.6	93.4	
Total %	1.1	3.2	47.1	2.2	3	43.3	
Cars	42	128	1868	86	120	1717	39
% Cars	97.7	99.2	99.6	100	99.2	99.5	99
Trucks	1	1	8	0	1	8	
% Trucks	2.3	0.8	0.4	0	0.8	0.5	0

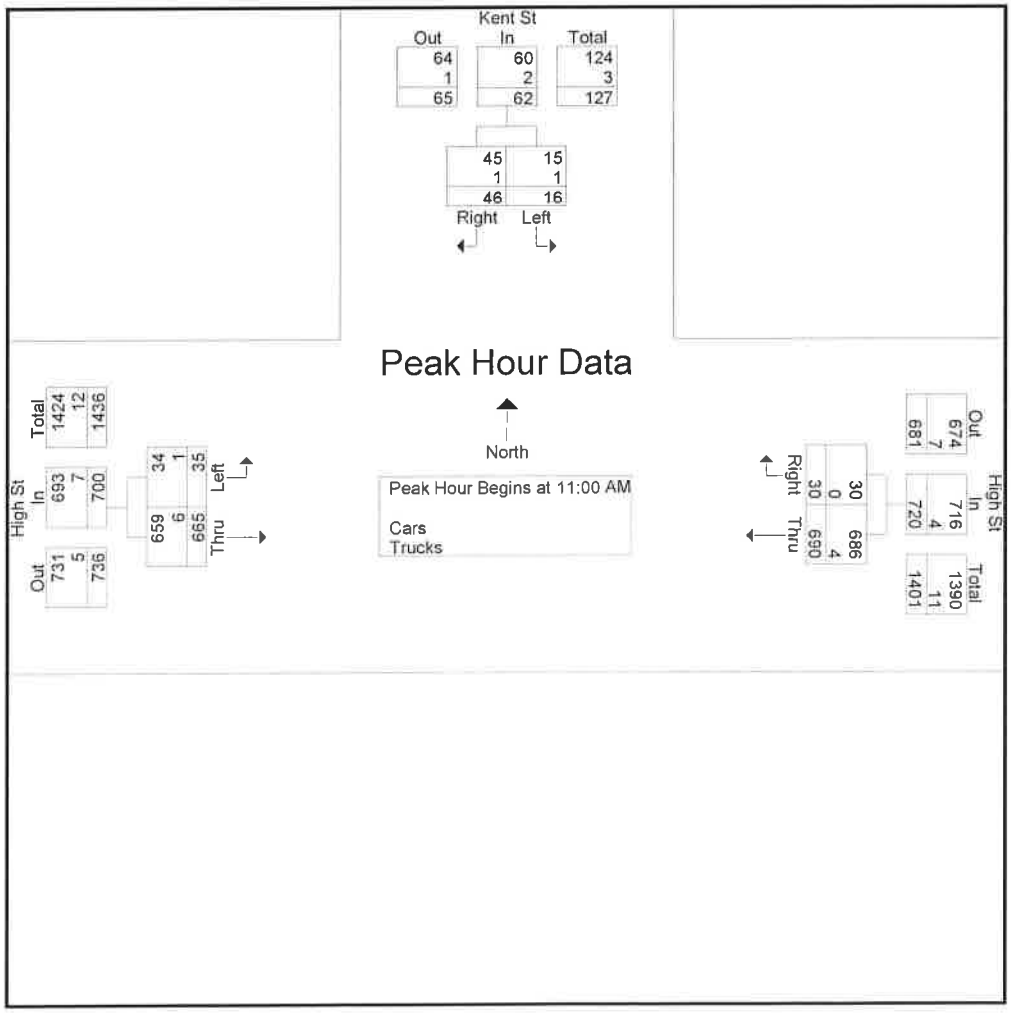
Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 2

	Kent St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	5	12	17	**188**	**13**	**201**	**13**	160	173	39
11:15 AM	1	12	13	173	12	185	6	**171**	**177**	37
11:30 AM	2	6	8	159	1	160	9	167	176	34
11:45 AM	**8**	**16**	**24**	170	4	174	7	167	174	37
Total Volume	16	46	62	690	30	720	35	665	700	148
% App. Total	25.8	74.2		95.8	4.2		5	95		
PHF	.500	.719	.646	.918	.577	.896	.673	.972	.989	.94
Cars	15	45	60	686	30	716	34	659	693	146
% Cars	93.8	97.8	96.8	99.4	100	99.4	97.1	99.1	99.0	99
Trucks	1	1	2	4	0	4	1	6	7	1
% Trucks	6.3	2.2	3.2	0.6	0	0.6	2.9	0.9	1.0	0



Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 4

Groups Printed- Cars

	Kent St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	5	12	187	13	12	160	38
11:15 AM	1	12	172	12	6	170	37
11:30 AM	2	6	158	1	9	163	33
11:45 AM	7	15	169	4	7	166	36
Total	15	45	686	30	34	659	146
12:00 PM	4	10	149	10	13	139	32
12:15 PM	1	8	152	9	9	147	32
12:30 PM	7	15	148	8	11	135	32
12:45 PM	5	8	148	5	9	121	29
Total	17	41	597	32	42	542	127
01:00 PM	3	11	147	6	8	142	31
01:15 PM	2	11	147	7	9	113	28
01:30 PM	3	14	155	7	10	132	32
01:45 PM	2	6	136	4	17	129	29
Total	10	42	585	24	44	516	122
Grand Total	42	128	1868	86	120	1717	396
Apprch %	24.7	75.3	95.6	4.4	6.5	93.5	
Total %	1.1	3.2	47.2	2.2	3	43.3	

Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 7

Groups Printed- Trucks

	Kent St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	0	0	1	0	1	0	
11:15 AM	0	0	1	0	0	1	
11:30 AM	0	0	1	0	0	4	
11:45 AM	1	1	1	0	0	1	
Total	1	1	4	0	1	6	
12:00 PM	0	0	1	0	0	0	
12:15 PM	0	0	1	0	0	0	
12:30 PM	0	0	0	0	0	1	
12:45 PM	0	0	1	0	0	0	
Total	0	0	3	0	0	1	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	0	0	0	0	0	
01:30 PM	0	0	0	0	0	0	
01:45 PM	0	0	1	0	0	1	
Total	0	0	1	0	0	1	
Grand Total	1	1	8	0	1	8	
Apprch %	50	50	100	0	11.1	88.9	
Total %	5.3	5.3	42.1	0	5.3	42.1	

Accurate Counts

978-664-2565

S Street : Kent Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 10

Groups Printed- Bikes Peds

	Kent St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	0	0	2	1	0	0	0	1	0	2	2	
11:15 AM	0	0	0	1	0	0	0	0	0	0	1	
11:30 AM	0	0	0	3	0	0	0	1	0	0	4	
11:45 AM	0	0	0	0	0	0	0	1	0	0	1	
Total	0	0	2	5	0	0	0	3	0	2	8	1
12:00 PM	0	0	0	0	0	0	0	1	0	0	1	
12:15 PM	0	0	0	4	0	0	0	0	0	0	4	
12:30 PM	0	0	1	0	0	0	0	1	0	1	1	
12:45 PM	0	0	0	1	0	0	0	1	0	0	2	
Total	0	0	1	5	0	0	0	3	0	1	8	
01:00 PM	0	0	0	0	0	0	0	1	0	0	1	
01:15 PM	0	0	1	0	0	0	0	0	0	1	0	
01:30 PM	0	0	1	0	0	0	0	0	0	1	0	
01:45 PM	0	0	1	0	0	0	0	0	0	1	0	
Total	0	0	3	0	0	0	0	1	0	3	1	
Grand Total	0	0	6	10	0	0	0	7	0	6	17	2
Apprch %	0	0		100	0		0	100				
Total %	0	0		58.8	0		0	41.2		26.1	73.9	

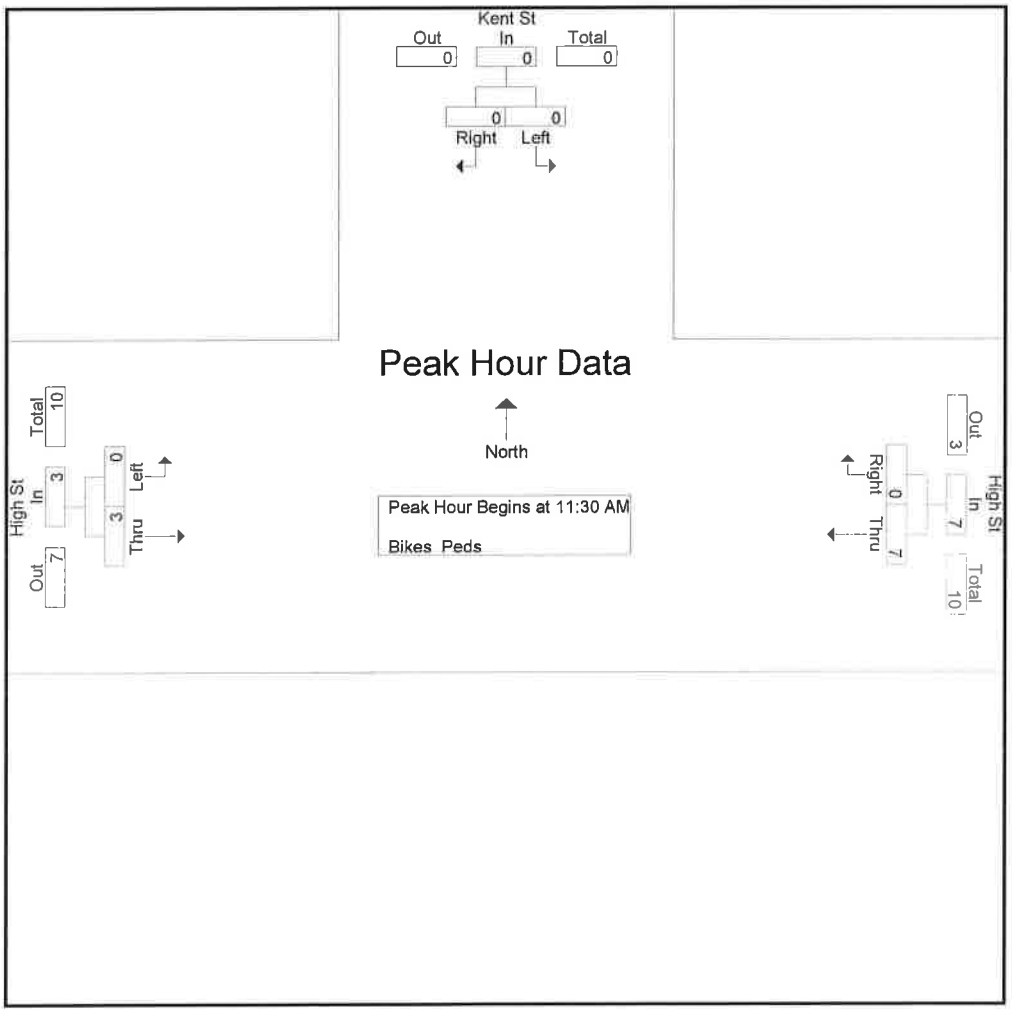
Accurate Counts

978-664-2565

S Street : Kent Street
N Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 11

	Kent St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:30 AM										
11:30 AM	0	0	0	3	0	3	0	1	1	
11:45 AM	0	0	0	0	0	0	0	1	1	
12:00 PM	0	0	0	0	0	0	0	1	1	
12:15 PM	0	0	0	4	0	4	0	0	0	
Total Volume	0	0	0	7	0	7	0	3	3	1
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.438	.000	.438	.000	.750	.750	.62



N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Winter St From North			High St From East			Cary Ave From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	11	0	7	1	50	0	0	0	0	1	59	4	133
07:15 AM	3	0	9	3	61	0	0	0	0	0	58	13	147
07:30 AM	3	0	15	5	71	0	0	0	0	0	65	15	174
07:45 AM	3	0	10	5	103	0	0	0	0	0	108	14	243
Total	20	0	41	14	285	0	0	0	0	1	290	46	697
08:00 AM	5	0	10	3	107	0	2	0	2	0	111	18	258
08:15 AM	8	0	15	4	104	0	0	0	2	0	124	11	268
08:30 AM	5	0	15	2	116	0	0	0	1	0	117	12	268
08:45 AM	6	0	10	2	149	0	1	0	0	0	140	19	327
Total	24	0	50	11	476	0	3	0	5	0	492	60	1121
Grand Total	44	0	91	25	761	0	3	0	5	1	782	106	1818
Apprch %	32.6	0	67.4	3.2	96.8	0	37.5	0	62.5	0.1	88	11.9	
Total %	2.4	0	5	1.4	41.9	0	0.2	0	0.3	0.1	43	5.8	
Cars	41	0	88	25	756	0	3	0	5	1	770	103	1792
% Cars	93.2	0	96.7	100	99.3	0	100	0	100	100	98.5	97.2	98.6
Trucks	3	0	3	0	5	0	0	0	0	0	12	3	26
% Trucks	6.8	0	3.3	0	0.7	0	0	0	0	0	1.5	2.8	1.4

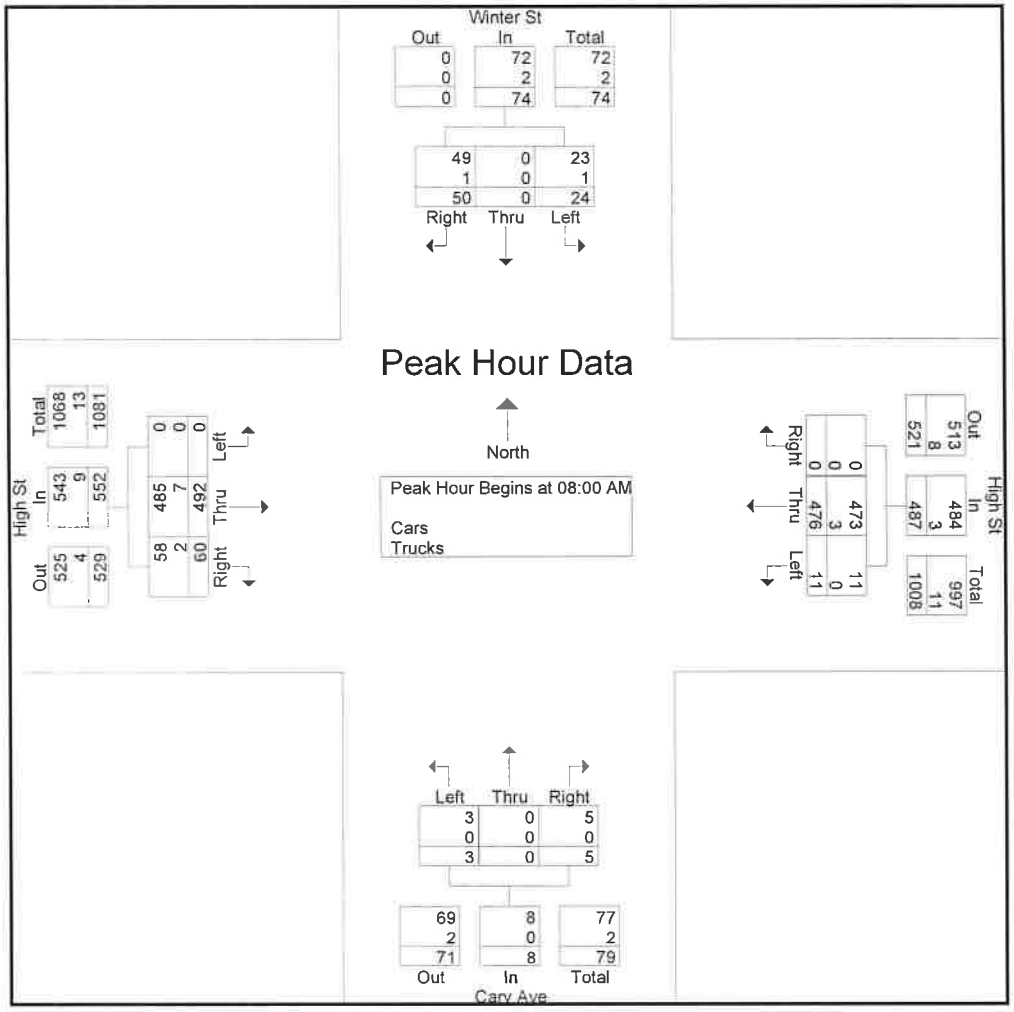
N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 2

	Winter St From North				High St From East				Cary Ave From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	0	10	15	3	107	0	110	**2**	0	**2**	**4**	0	111	18	129	258
08:15 AM	**8**	0	**15**	**23**	**4**	104	0	108	0	0	2	2	0	124	11	135	268
08:30 AM	5	0	15	20	2	116	0	118	0	0	1	1	0	117	12	129	268
08:45 AM	6	0	10	16	2	**149**	0	**151**	1	0	0	1	0	**140**	**19**	**159**	**327**
Total Volume	24	0	50	74	11	476	0	487	3	0	5	8	0	492	60	552	1121
% App. Total	32.4	0	67.6		2.3	97.7	0		37.5	0	62.5		0	89.1	10.9		
PHF	.750	.000	.833	.804	.688	.799	.000	.806	.375	.000	.625	.500	.000	.879	.789	.868	.857
Cars	23	0	49	72	11	473	0	484	3	0	5	8	0	485	58	543	1107
% Cars	95.8	0	98.0	97.3	100	99.4	0	99.4	100	0	100	100	0	98.6	96.7	98.4	98.8
Trucks	1	0	1	2	0	3	0	3	0	0	0	0	0	7	2	9	14
% Trucks	4.2	0	2.0	2.7	0	0.6	0	0.6	0	0	0	0	0	1.4	3.3	1.6	1.2

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	5	0	10	15	3	107	0	110	**2**	0	**2**	**4**	0	111	18	129
+15 mins.	**8**	0	**15**	**23**	**4**	104	0	108	0	0	2	2	0	124	11	135
+30 mins.	5	0	15	20	2	116	0	118	0	0	1	1	0	117	12	129
+45 mins.	6	0	10	16	2	**149**	0	**151**	1	0	0	1	0	**140**	**19**	**159**
Total Volume	24	0	50	74	11	476	0	487	3	0	5	8	0	492	60	552
% App. Total	32.4	0	67.6		2.3	97.7	0		37.5	0	62.5		0	89.1	10.9	

I/S Street : Winter St / Cary Ave
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Winter St From North			High St From East			Cary Ave From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	11	0	6	1	49	0	0	0	0	1	58	4	130
07:15 AM	2	0	8	3	61	0	0	0	0	0	58	13	145
07:30 AM	2	0	15	5	71	0	0	0	0	0	64	14	171
07:45 AM	3	0	10	5	102	0	0	0	0	0	105	14	239
Total	18	0	39	14	283	0	0	0	0	1	285	45	685
08:00 AM	5	0	9	3	107	0	2	0	2	0	110	18	256
08:15 AM	8	0	15	4	104	0	0	0	2	0	122	11	266
08:30 AM	4	0	15	2	114	0	0	0	1	0	114	12	262
08:45 AM	6	0	10	2	148	0	1	0	0	0	139	17	323
Total	23	0	49	11	473	0	3	0	5	0	485	58	1107
Grand Total	41	0	88	25	756	0	3	0	5	1	770	103	1792
Apprch %	31.8	0	68.2	3.2	96.8	0	37.5	0	62.5	0.1	88.1	11.8	
Total %	2.3	0	4.9	1.4	42.2	0	0.2	0	0.3	0.1	43	5.7	

I/S Street : Winter St / Cary Ave
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Winter St From North			High St From East			Cary Ave From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	1	0	3
07:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	0	0	0	0	0	0	0	1	1	3
07:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	2	0	2	0	2	0	0	0	0	0	5	1	12
08:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	1	0	0	0	2	0	0	0	0	0	3	0	6
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	2	4
Total	1	0	1	0	3	0	0	0	0	0	7	2	14
Grand Total	3	0	3	0	5	0	0	0	0	0	12	3	26
Apprch %	50	0	50	0	100	0	0	0	0	0	80	20	
Total %	11.5	0	11.5	0	19.2	0	0	0	0	0	46.2	11.5	

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Winter St From North				High St From East				Cary Ave From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0	0	8	0	8
07:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
07:45 AM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	3
Total	2	0	0	3	0	0	0	1	0	0	0	9	0	0	0	0	13	2	15
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3	0	3
08:15 AM	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	5	0	5
08:30 AM	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	1	5	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	6	0	0	0	2	0	0	0	4	0	0	0	1	13	0	13
Grand Total	2	0	0	9	0	0	0	3	0	0	0	13	0	0	0	1	26	2	28
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0				
Total %	100	0	0		0	0	0		0	0	0		0	0	0		92.9	7.1	

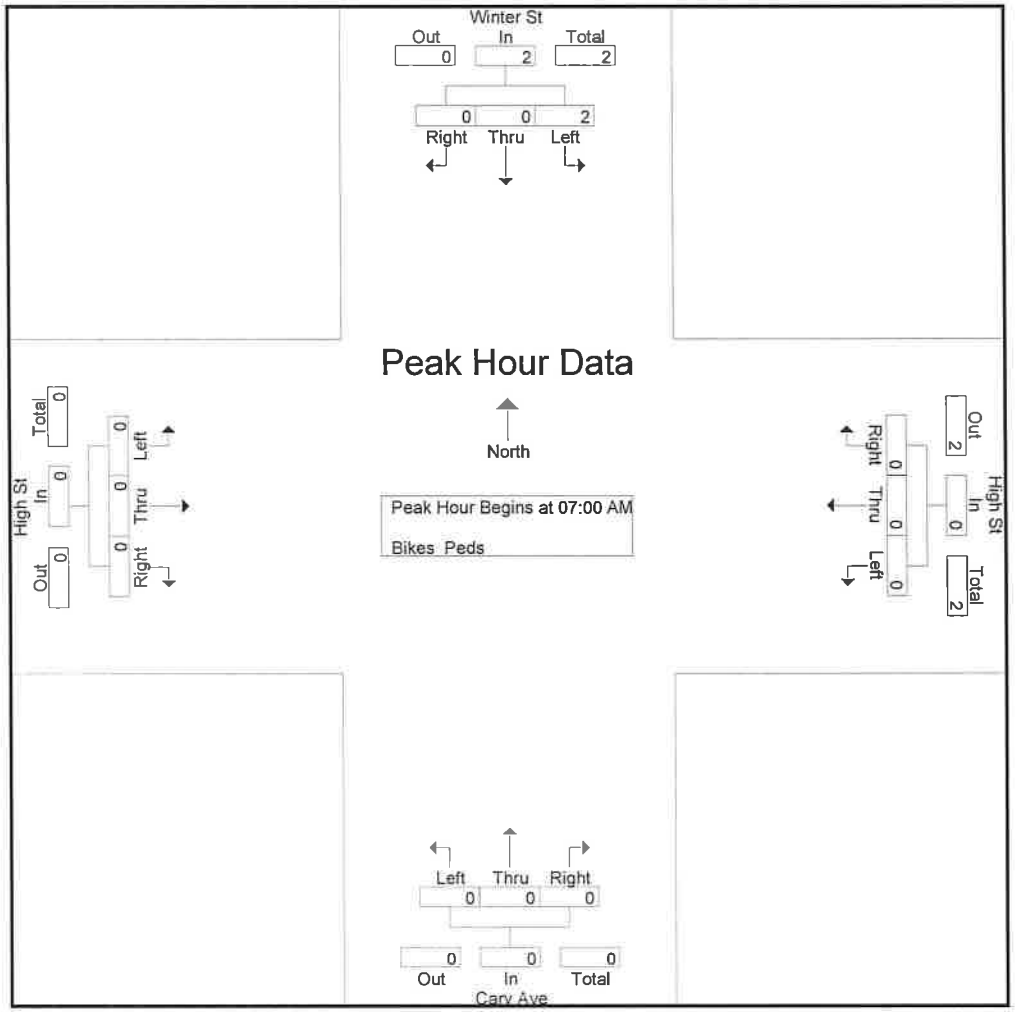
I/S Street : Winter St / Cary Ave
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 14

	Winter St From North				High St From East				Cary Ave From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

I/S Street : Winter St / Cary Ave
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 15



'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0	

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Winter St From North			High St From East			Cary Ave From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	7	1	20	6	151	0	1	0	2	0	146	10	344
04:15 PM	7	1	15	5	170	0	0	0	1	0	165	11	375
04:30 PM	6	1	21	3	161	0	0	0	0	0	140	11	343
04:45 PM	10	1	13	2	149	0	0	0	1	0	173	4	353
Total	30	4	69	16	631	0	1	0	4	0	624	36	1415
05:00 PM	7	0	20	2	157	0	0	0	0	0	186	8	380
05:15 PM	10	0	14	2	128	0	0	0	1	0	207	3	365
05:30 PM	12	4	13	2	132	0	0	0	1	0	185	1	350
05:45 PM	5	2	14	0	112	0	1	0	1	0	168	9	312
Total	34	6	61	6	529	0	1	0	3	0	746	21	1407
Grand Total	64	10	130	22	1160	0	2	0	7	0	1370	57	2822
Apprch %	31.4	4.9	63.7	1.9	98.1	0	22.2	0	77.8	0	96	4	
Total %	2.3	0.4	4.6	0.8	41.1	0	0.1	0	0.2	0	48.5	2	
Cars	60	10	129	22	1160	0	2	0	7	0	1366	57	2813
% Cars	93.8	100	99.2	100	100	0	100	0	100	0	99.7	100	99.7
Trucks	4	0	1	0	0	0	0	0	0	0	4	0	9
% Trucks	6.2	0	0.8	0	0	0	0	0	0	0	0.3	0	0.3

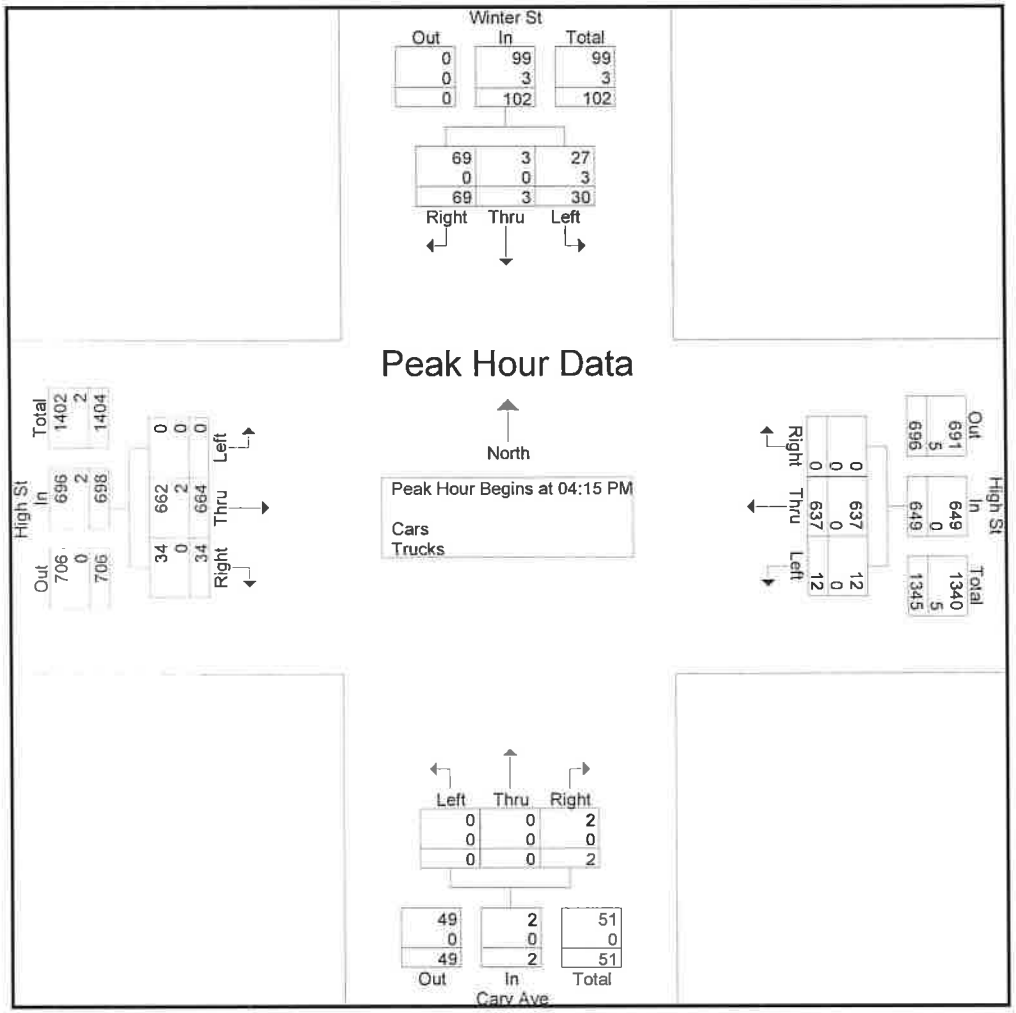
I/S Street : Winter St / Cary Ave
:/W Street: High Street
;ity/State : Newburyport, MA
Veather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 2

	Winter St From North				High St From East				Cary Ave From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	7	**1**	15	23	**5**	**170**	0	**175**	0	0	**1**	**1**	0	165	**11**	176	375
04:30 PM	6	1	**21**	**28**	3	161	0	164	0	0	0	0	0	140	11	151	343
04:45 PM	**10**	1	13	24	2	149	0	151	0	0	1	1	0	173	4	177	353
05:00 PM	7	0	20	27	2	157	0	159	0	0	0	0	0	**186**	8	**194**	**380**
Total Volume	30	3	69	102	12	637	0	649	0	0	2	2	0	664	34	698	1451
% App. Total	29.4	2.9	67.6		1.8	98.2	0		0	0	100		0	95.1	4.9		
PHF	.750	.750	.821	.911	.600	.937	.000	.927	.000	.000	.500	.500	.000	.892	.773	.899	.955
Cars	27	3	69	99	12	637	0	649	0	0	2	2	0	662	34	696	1446
% Cars	90.0	100	100	97.1	100	100	0	100	0	0	100	100	0	99.7	100	99.7	99.7
Trucks	3	0	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
% Trucks	10.0	0	0	2.9	0	0	0	0	0	0	0	0	0	0.3	0	0.3	0.3

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:00 PM				04:45 PM			
+0 mins.	10	1	13	24	**5**	**170**	0	**175**	**1**	0	**2**	**3**	0	173	4	177
+15 mins.	7	0	**20**	27	3	161	0	164	0	0	1	1	0	186	**8**	194
+30 mins.	10	0	14	24	2	149	0	151	0	0	0	0	0	**207**	3	**210**
+45 mins.	**12**	**4**	13	**29**	2	157	0	159	0	0	1	1	0	185	1	186
Total Volume	39	5	60	104	12	637	0	649	1	0	4	5	0	751	16	767
% App. Total	37.5	4.8	57.7		1.8	98.2	0		20	0	80		0	97.9	2.1	

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Winter St From North			High St From East			Cary Ave From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	6	1	20	6	151	0	1	0	2	0	144	10	341
04:15 PM	6	1	15	5	170	0	0	0	1	0	165	11	374
04:30 PM	5	1	21	3	161	0	0	0	0	0	139	11	341
04:45 PM	10	1	13	2	149	0	0	0	1	0	172	4	352
Total	27	4	69	16	631	0	1	0	4	0	620	36	1408
05:00 PM	6	0	20	2	157	0	0	0	0	0	186	8	379
05:15 PM	10	0	14	2	128	0	0	0	1	0	207	3	365
05:30 PM	12	4	12	2	132	0	0	0	1	0	185	1	349
05:45 PM	5	2	14	0	112	0	1	0	1	0	168	9	312
Total	33	6	60	6	529	0	1	0	3	0	746	21	1405
Grand Total	60	10	129	22	1160	0	2	0	7	0	1366	57	2813
Apprch %	30.2	5	64.8	1.9	98.1	0	22.2	0	77.8	0	96	4	
Total %	2.1	0.4	4.6	0.8	41.2	0	0.1	0	0.2	0	48.6	2	

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Winter St From North			High St From East			Cary Ave From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	1	0	0	0	0	0	0	0	0	0	2	0	3
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	3	0	0	0	0	0	0	0	0	0	4	0	7
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	0	0	0	2
Grand Total	4	0	1	0	0	0	0	0	0	0	4	0	9
Apprch %	80	0	20	0	0	0	0	0	0	0	100	0	
Total %	44.4	0	11.1	0	0	0	0	0	0	0	44.4	0	

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Winter St From North				High St From East				Cary Ave From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3	0	3
04:45 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	4	0	0	0	2	0	0	0	3	0	0	0	0	9	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
05:45 PM	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	7	0	7
Total	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	0	9	0	9
Grand Total	0	0	0	11	0	0	0	2	0	0	0	5	0	0	0	0	18	0	18
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

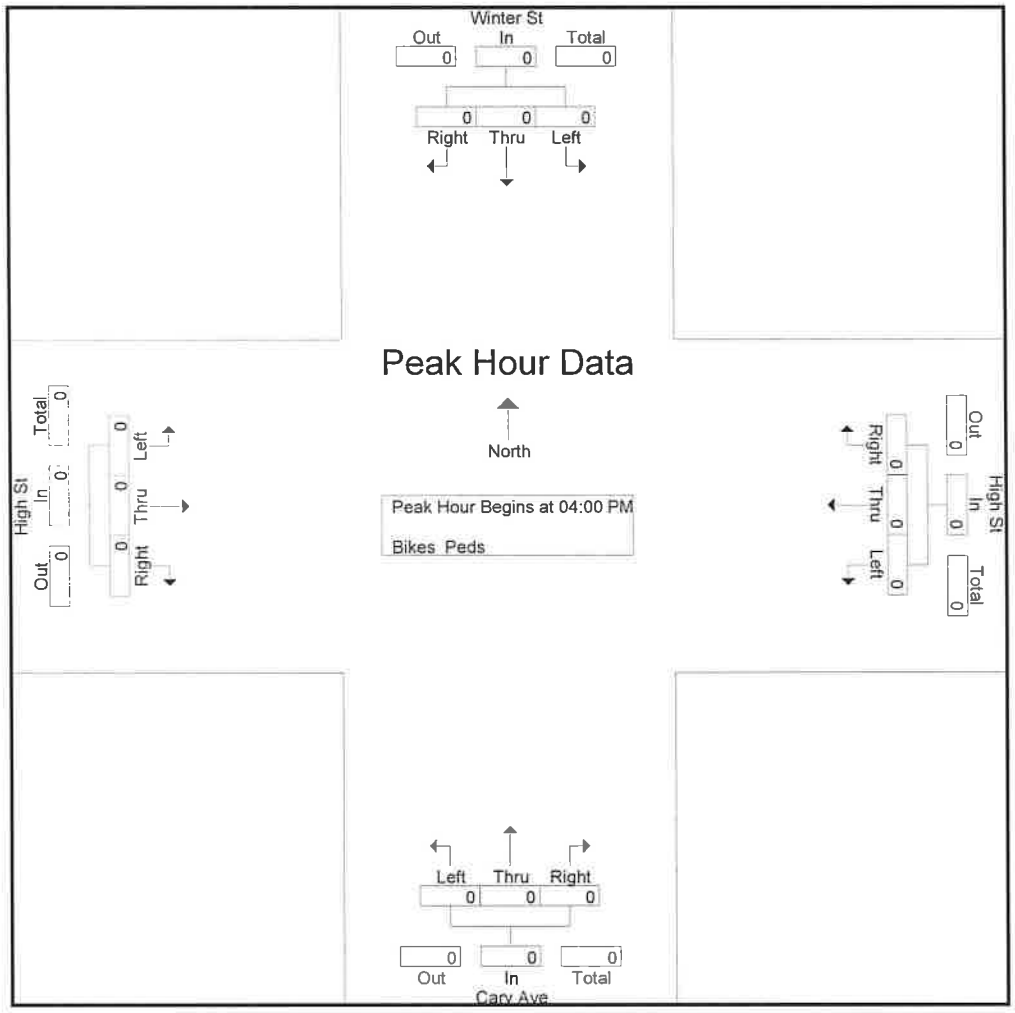
I/S Street : Winter St / Cary Ave
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 14

	Winter St From North				High St From East				Cary Ave From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992002
Site Code : 7992002
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts
978-664-2565

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S2
Site Code : 7992002
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Winter St From North			High St From East			Cary Ave From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	6	0	14	6	159	0	2	0	0	0	179	5	371
11:15 AM	7	1	18	4	162	0	0	0	0	0	144	10	346
11:30 AM	3	5	19	2	130	0	1	0	0	0	144	17	321
11:45 AM	9	0	20	5	168	0	0	0	1	0	169	4	376
Total	25	6	71	17	619	0	3	0	1	0	636	36	1414
12:00 PM	7	0	17	5	136	0	1	0	0	0	140	11	317
12:15 PM	6	1	13	4	132	0	1	0	1	0	124	5	287
12:30 PM	5	0	23	2	125	0	1	0	0	0	120	4	280
12:45 PM	6	1	17	1	134	0	0	0	0	0	122	15	296
Total	24	2	70	12	527	0	3	0	1	0	506	35	1180
01:00 PM	7	1	19	4	131	0	0	0	2	0	137	4	305
01:15 PM	10	0	19	1	134	0	0	0	1	0	97	6	268
01:30 PM	3	1	21	2	136	0	0	0	0	0	120	7	290
01:45 PM	3	1	13	0	115	0	0	0	0	0	124	4	260
Total	23	3	72	7	516	0	0	0	3	0	478	21	1123
Grand Total	72	11	213	36	1662	0	6	0	5	0	1620	92	3717
Apprch %	24.3	3.7	72	2.1	97.9	0	54.5	0	45.5	0	94.6	5.4	
Total %	1.9	0.3	5.7	1	44.7	0	0.2	0	0.1	0	43.6	2.5	
Cars	69	11	213	36	1658	0	6	0	5	0	1619	92	3709
% Cars	95.8	100	100	100	99.8	0	100	0	100	0	99.9	100	99.8
Trucks	3	0	0	0	4	0	0	0	0	0	1	0	8
% Trucks	4.2	0	0	0	0.2	0	0	0	0	0	0.1	0	0.2

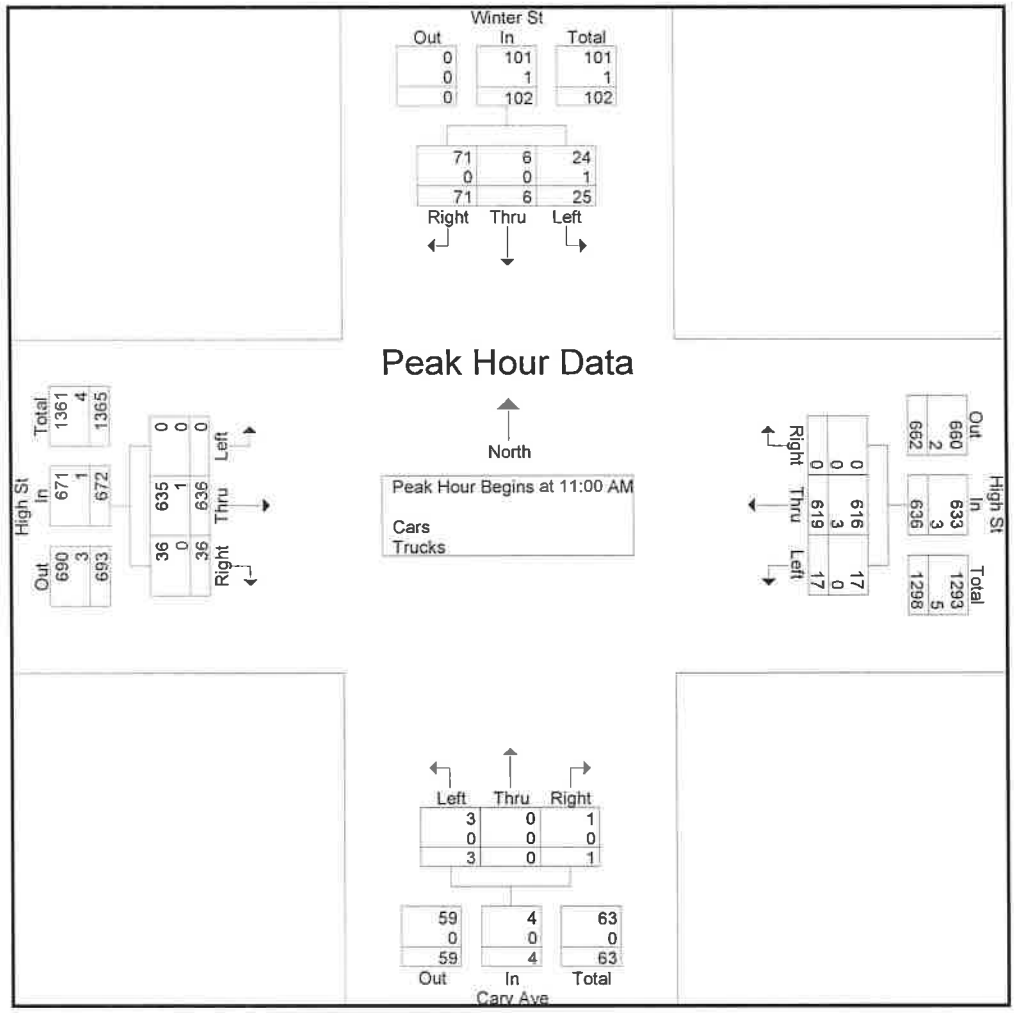
N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S2
Site Code : 7992002
Start Date : 8/4/2018
Page No : 2

	Winter St From North				High St From East				Cary Ave From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	6	0	14	20	**6**	159	0	165	**2**	0	0	**2**	0	**179**	5	**184**	371
11:15 AM	7	1	18	26	4	162	0	166	0	0	0	0	0	144	10	154	346
11:30 AM	3	**5**	19	27	2	130	0	132	1	0	0	1	0	144	**17**	161	321
11:45 AM	**9**	0	**20**	**29**	5	**168**	0	**173**	0	0	**1**	1	0	169	4	173	**376**
Total Volume	25	6	71	102	17	619	0	636	3	0	1	4	0	636	36	672	1414
% App. Total	24.5	5.9	69.6		2.7	97.3	0		75	0	25		0	94.6	5.4		
PHF	.694	.300	.888	.879	.708	.921	.000	.919	.375	.000	.250	.500	.000	.888	.529	.913	.940
Cars	24	6	71	101	17	616	0	633	3	0	1	4	0	635	36	671	1409
% Cars	96.0	100	100	99.0	100	99.5	0	99.5	100	0	100	100	0	99.8	100	99.9	99.6
Trucks	1	0	0	1	0	3	0	3	0	0	0	0	0	1	0	1	5
% Trucks	4.0	0	0	1.0	0	0.5	0	0.5	0	0	0	0	0	0.2	0	0.1	0.4

I/S Street : Winter St / Cary Ave
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 79920S2
Site Code : 7992002(
Start Date : 8/4/2018
Page No : 3



'eak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
'eak Hour for Each Approach Begins at:

	12:30 PM				11:00 AM				11:30 AM				11:00 AM			
+0 mins.	5	0	**23**	28	**6**	159	0	165	**1**	0	0	1	0	**179**	5	**184**
+15 mins.	6	**1**	17	24	4	162	0	166	0	0	**1**	1	0	144	10	154
+30 mins.	7	1	19	27	2	130	0	132	1	0	0	1	0	144	**17**	161
+45 mins.	**10**	0	19	**29**	5	**168**	0	**173**	1	0	1	**2**	0	169	4	173
Total Volume	28	2	78	108	17	619	0	636	3	0	2	5	0	636	36	672
% App. Total	25.9	1.9	72.2		2.7	97.3	0		60	0	40		0	94.6	5.4	
PHF	.700	.500	.848	.931	.708	.921	.000	.919	.750	.000	.500	.625	.000	.888	.529	.913

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S2
Site Code : 7992002
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Winter St From North			High St From East			Cary Ave From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	6	0	14	6	158	0	2	0	0	0	179	5	370
11:15 AM	6	1	18	4	161	0	0	0	0	0	144	10	344
11:30 AM	3	5	19	2	130	0	1	0	0	0	144	17	321
11:45 AM	9	0	20	5	167	0	0	0	1	0	168	4	374
Total	24	6	71	17	616	0	3	0	1	0	635	36	1409
12:00 PM	7	0	17	5	136	0	1	0	0	0	140	11	317
12:15 PM	5	1	13	4	132	0	1	0	1	0	124	5	286
12:30 PM	5	0	23	2	124	0	1	0	0	0	120	4	279
12:45 PM	6	1	17	1	134	0	0	0	0	0	122	15	296
Total	23	2	70	12	526	0	3	0	1	0	506	35	1178
01:00 PM	7	1	19	4	131	0	0	0	2	0	137	4	305
01:15 PM	9	0	19	1	134	0	0	0	1	0	97	6	267
01:30 PM	3	1	21	2	136	0	0	0	0	0	120	7	290
01:45 PM	3	1	13	0	115	0	0	0	0	0	124	4	260
Total	22	3	72	7	516	0	0	0	3	0	478	21	1122
Grand Total	69	11	213	36	1658	0	6	0	5	0	1619	92	3709
Apprch %	23.5	3.8	72.7	2.1	97.9	0	54.5	0	45.5	0	94.6	5.4	
Total %	1.9	0.3	5.7	1	44.7	0	0.2	0	0.1	0	43.7	2.5	

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S2
Site Code : 7992002
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	Winter St From North			High St From East			Cary Ave From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	1	0	0	0	3	0	0	0	0	0	1	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	3	0	0	0	4	0	0	0	0	0	1	0	8
Apprch %	100	0	0	0	100	0	0	0	0	0	100	0	
Total %	37.5	0	0	0	50	0	0	0	0	0	12.5	0	

I/S Street : Winter St / Cary Ave
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 79920S2
Site Code : 7992002
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	Winter St From North				High St From East				Cary Ave From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	8	0	8
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	2
Total	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	3	12	0	12
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
Total	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	5	0	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
01:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	0	3
01:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
Total	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	2	7	0	7
Grand Total	0	0	0	13	0	0	0	0	0	0	0	5	0	0	0	6	24	0	24
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

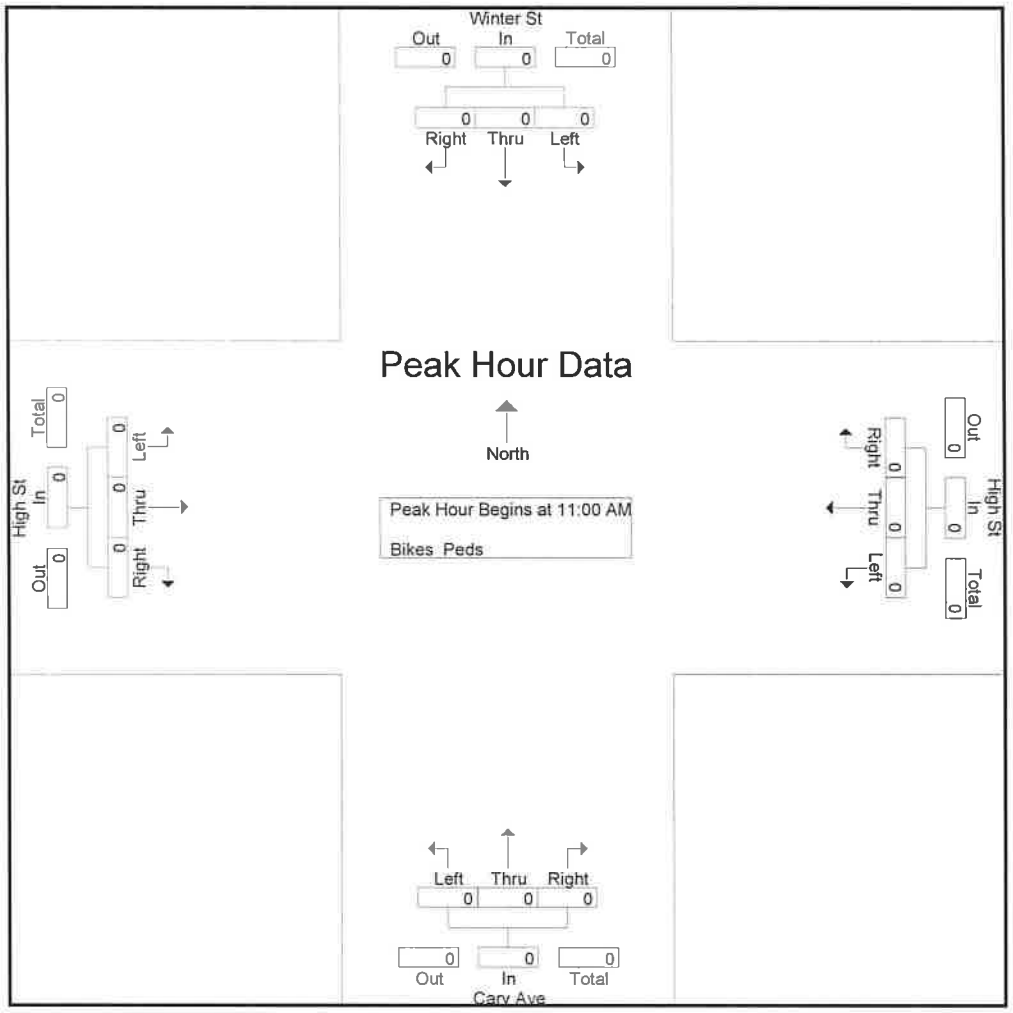
/S Street : Winter St / Cary Ave
/W Street: High Street
ity/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S2
Site Code : 7992002
Start Date : 8/4/2018
Page No : 14

	Winter St From North				High St From East				Cary Ave From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
eak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
eak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

N/S Street : Winter St / Cary Ave
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S2
Site Code : 7992002
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts
978-664-2565

I/S Street : Summer St / Vernon St
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Summer St From North			High St From East			Vernon St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	49	5	0	0	0	4	65	0	123
07:15 AM	0	0	0	0	64	5	0	0	1	7	54	0	131
07:30 AM	0	0	0	0	78	12	0	0	0	4	66	0	160
07:45 AM	0	0	0	0	107	7	0	1	1	8	101	0	225
Total	0	0	0	0	298	29	0	1	2	23	286	0	639
08:00 AM	0	0	0	0	107	4	2	0	0	7	111	0	231
08:15 AM	0	0	0	0	111	12	1	0	0	7	130	0	261
08:30 AM	0	0	0	0	115	14	0	1	1	13	108	0	252
08:45 AM	0	0	0	1	152	8	0	0	1	12	133	0	307
Total	0	0	0	1	485	38	3	1	2	39	482	0	1051
Grand Total	0	0	0	1	783	67	3	2	4	62	768	0	1690
Apprch %	0	0	0	0.1	92	7.9	33.3	22.2	44.4	7.5	92.5	0	
Total %	0	0	0	0.1	46.3	4	0.2	0.1	0.2	3.7	45.4	0	
Cars	0	0	0	0	778	66	3	2	4	60	755	0	1668
% Cars	0	0	0	0	99.4	98.5	100	100	100	96.8	98.3	0	98.7
Trucks	0	0	0	1	5	1	0	0	0	2	13	0	22
% Trucks	0	0	0	100	0.6	1.5	0	0	0	3.2	1.7	0	1.3

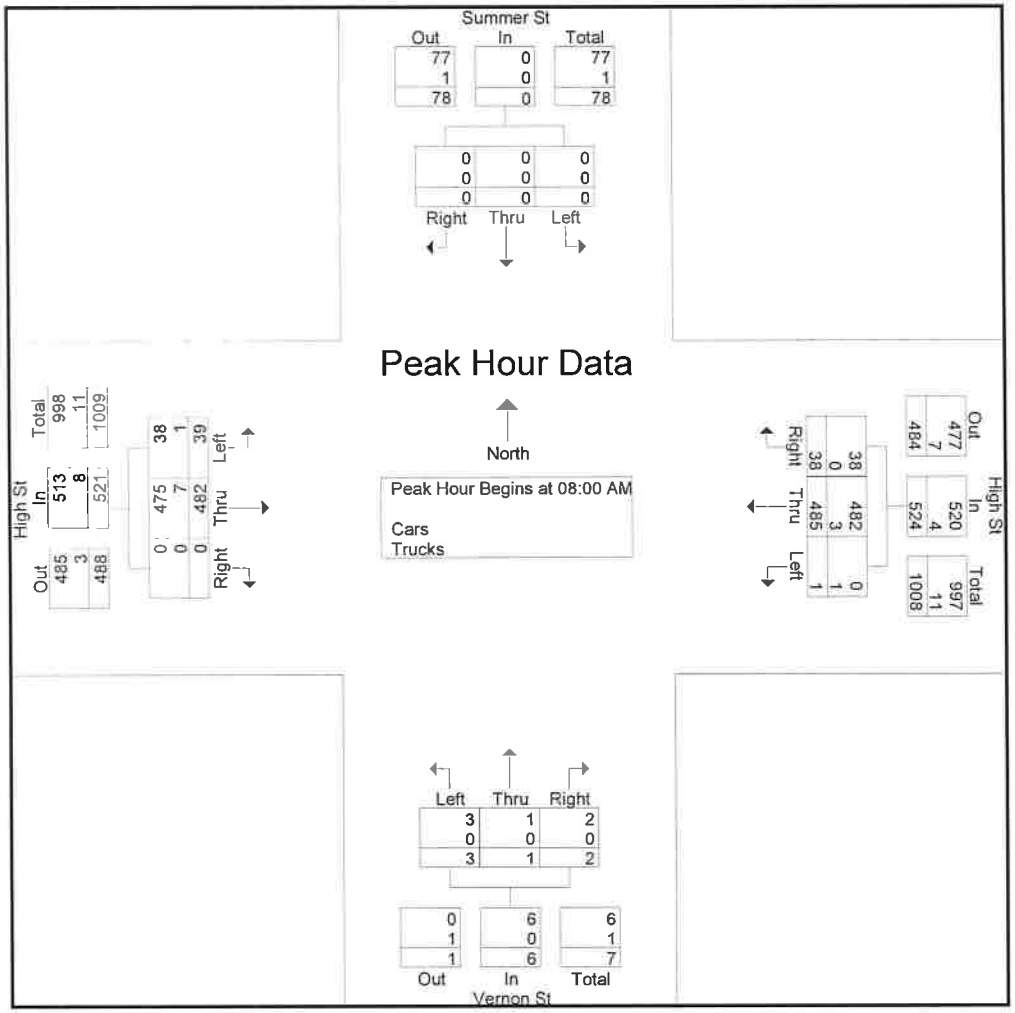
N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 2

	Summer St From North				High St From East				Vernon St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	107	4	111	**2**	0	0	**2**	7	111	0	118	231
08:15 AM	0	0	0	0	0	111	12	123	1	0	0	1	7	130	0	137	261
08:30 AM	0	0	0	0	0	115	**14**	129	0	**1**	**1**	2	**13**	108	0	121	252
08:45 AM	0	0	0	0	**1**	**152**	8	**161**	0	0	1	1	12	**133**	0	**145**	**307**
Total Volume	0	0	0	0	1	485	38	524	3	1	2	6	39	482	0	521	1051
% App. Total	0	0	0		0.2	92.6	7.3		50	16.7	33.3		7.5	92.5	0		
PHF	.000	.000	.000	.000	.250	.798	.679	.814	.375	.250	.500	.750	.750	.906	.000	.898	.856
Cars	0	0	0	0	0	482	38	520	3	1	2	6	38	475	0	513	1039
% Cars	0	0	0	0	0	99.4	100	99.2	100	100	100	100	97.4	98.5	0	98.5	98.9
Trucks	0	0	0	0	1	3	0	4	0	0	0	0	1	7	0	8	12
% Trucks	0	0	0	0	100	0.6	0	0.8	0	0	0	0	2.6	1.5	0	1.5	1.1

/S Street : Summer St / Vernon St
/W Street: High Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	0	0	0	0	0	107	4	111	0	**1**	**1**	**2**	7	111	0	118
+15 mins.	0	0	0	0	0	111	12	123	**2**	0	0	2	7	130	0	137
+30 mins.	0	0	0	0	0	115	**14**	129	1	0	0	1	**13**	108	0	121
+45 mins.	0	0	0	0	**1**	**152**	8	**161**	0	1	1	2	12	**133**	0	**145**
Total Volume	0	0	0	0	1	485	38	524	3	2	2	7	39	482	0	521
% App. Total	0	0	0		0.2	92.6	7.3		42.9	28.6	28.6		7.5	92.5	0	

/S Street : Summer St / Vernon St
/W Street: High Street
ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

Start Time	Summer St From North			High St From East			Vernon St From South			High St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	48	5	0	0	0	4	64	0	121
07:15 AM	0	0	0	0	64	5	0	0	1	7	53	0	130
07:30 AM	0	0	0	0	78	11	0	0	0	4	64	0	157
07:45 AM	0	0	0	0	106	7	0	1	1	7	99	0	221
Total	0	0	0	0	296	28	0	1	2	22	280	0	629
08:00 AM	0	0	0	0	107	4	2	0	0	7	110	0	230
08:15 AM	0	0	0	0	111	12	1	0	0	7	128	0	259
08:30 AM	0	0	0	0	113	14	0	1	1	13	104	0	246
08:45 AM	0	0	0	0	151	8	0	0	1	11	133	0	304
Total	0	0	0	0	482	38	3	1	2	38	475	0	1039
Grand Total	0	0	0	0	778	66	3	2	4	60	755	0	1668
Apprch %	0	0	0	0	92.2	7.8	33.3	22.2	44.4	7.4	92.6	0	
Total %	0	0	0	0	46.6	4	0.2	0.1	0.2	3.6	45.3	0	

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Summer St From North			High St From East			Vernon St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	1	0	0	0	0	2	0	3
07:45 AM	0	0	0	0	1	0	0	0	0	1	2	0	4
Total	0	0	0	0	2	1	0	0	0	1	6	0	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	0	0	0	2	0	0	0	0	0	4	0	6
08:45 AM	0	0	0	1	1	0	0	0	0	1	0	0	3
Total	0	0	0	1	3	0	0	0	0	1	7	0	12
Grand Total	0	0	0	1	5	1	0	0	0	2	13	0	22
Apprch %	0	0	0	14.3	71.4	14.3	0	0	0	13.3	86.7	0	
Total %	0	0	0	4.5	22.7	4.5	0	0	0	9.1	59.1	0	

/S Street : Summer St / Vernon St
/W Street: High Street
ity/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Summer St From North				High St From East				Vernon St From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	2	0	0	0	0	0	6	0	1	0	0	7	3	10
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0	5	5
07:30 AM	0	0	0	0	0	3	0	0	0	0	0	2	0	4	0	0	2	7	9
07:45 AM	0	0	0	2	0	1	0	0	0	0	0	1	0	1	0	0	3	2	5
Total	0	0	0	3	0	7	0	0	0	0	0	9	3	7	0	0	12	17	29
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	2	3	5
08:15 AM	0	0	0	4	0	1	0	0	0	0	0	1	0	3	0	0	5	4	9
08:30 AM	0	0	0	2	0	1	0	0	0	0	0	1	2	4	0	0	3	7	10
08:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	2	2	4
Total	0	0	0	6	0	2	0	2	0	0	0	4	4	10	0	0	12	16	28
Grand Total	0	0	0	9	0	9	0	2	0	0	0	13	7	17	0	0	24	33	57
Apprch %	0	0	0		0	100	0		0	0	0		29.2	70.8	0				
Total %	0	0	0		0	27.3	0		0	0	0		21.2	51.5	0		42.1	57.9	

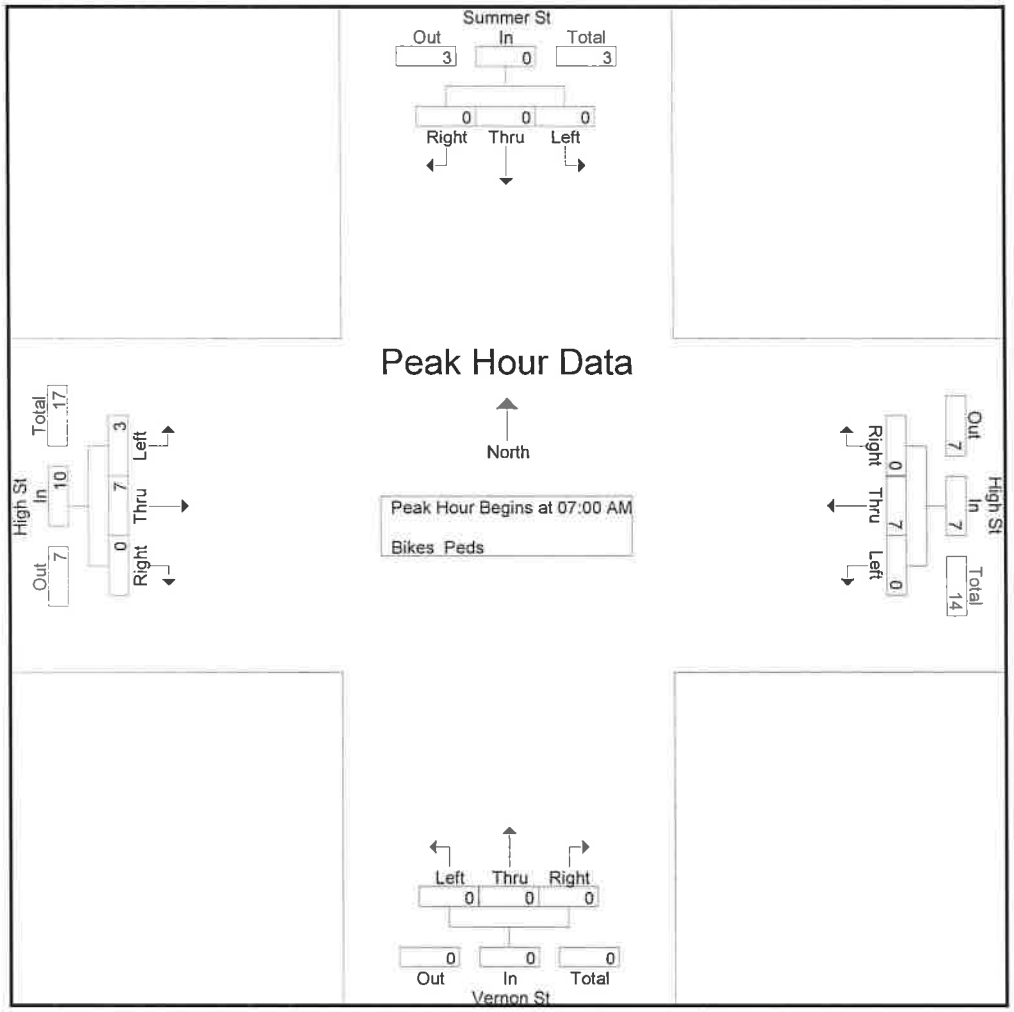
I/S Street : Summer St / Vernon St
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Summer St From North				High St From East				Vernon St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
'eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
'eak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	**3**	1	0	**4**	5
07:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**4**	0	4	**7**
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	3	7	0	10	17
% App. Total	0	0	0		0	100	0		0	0	0		30	70	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.250	.438	.000	.625	.607

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**2**	1	0	3
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	2	**4**	0	**6**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	4	10	0	14
% App. Total	0	0	0		0	100	0		0	0	0		28.6	71.4	0	

Accurate Counts
978-664-2565

/S Street : Summer St / Vernon St
/W Street: High Street
ity/State : Newburyport, MA
/eather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	Summer St From North			High St From East			Vernon St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	155	18	0	0	2	19	137	0	331
04:15 PM	0	0	0	0	176	10	0	0	1	17	154	0	358
04:30 PM	0	0	0	0	164	11	0	0	0	14	132	0	321
04:45 PM	0	0	0	0	151	13	0	0	1	19	168	0	352
Total	0	0	0	0	646	52	0	0	4	69	591	0	1362
05:00 PM	0	0	0	0	162	4	0	0	1	13	177	0	357
05:15 PM	0	0	0	0	129	16	0	0	3	22	198	0	368
05:30 PM	0	0	0	0	132	5	0	0	1	22	177	0	337
05:45 PM	0	0	0	0	113	11	0	0	0	14	160	1	299
Total	0	0	0	0	536	36	0	0	5	71	712	1	1361
Grand Total	0	0	0	0	1182	88	0	0	9	140	1303	1	2723
Apprch %	0	0	0	0	93.1	6.9	0	0	100	9.7	90.2	0.1	
Total %	0	0	0	0	43.4	3.2	0	0	0.3	5.1	47.9	0	
Cars	0	0	0	0	1182	87	0	0	9	140	1296	1	2715
% Cars	0	0	0	0	100	98.9	0	0	100	100	99.5	100	99.7
Trucks	0	0	0	0	0	1	0	0	0	0	7	0	8
% Trucks	0	0	0	0	0	1.1	0	0	0	0	0.5	0	0.3

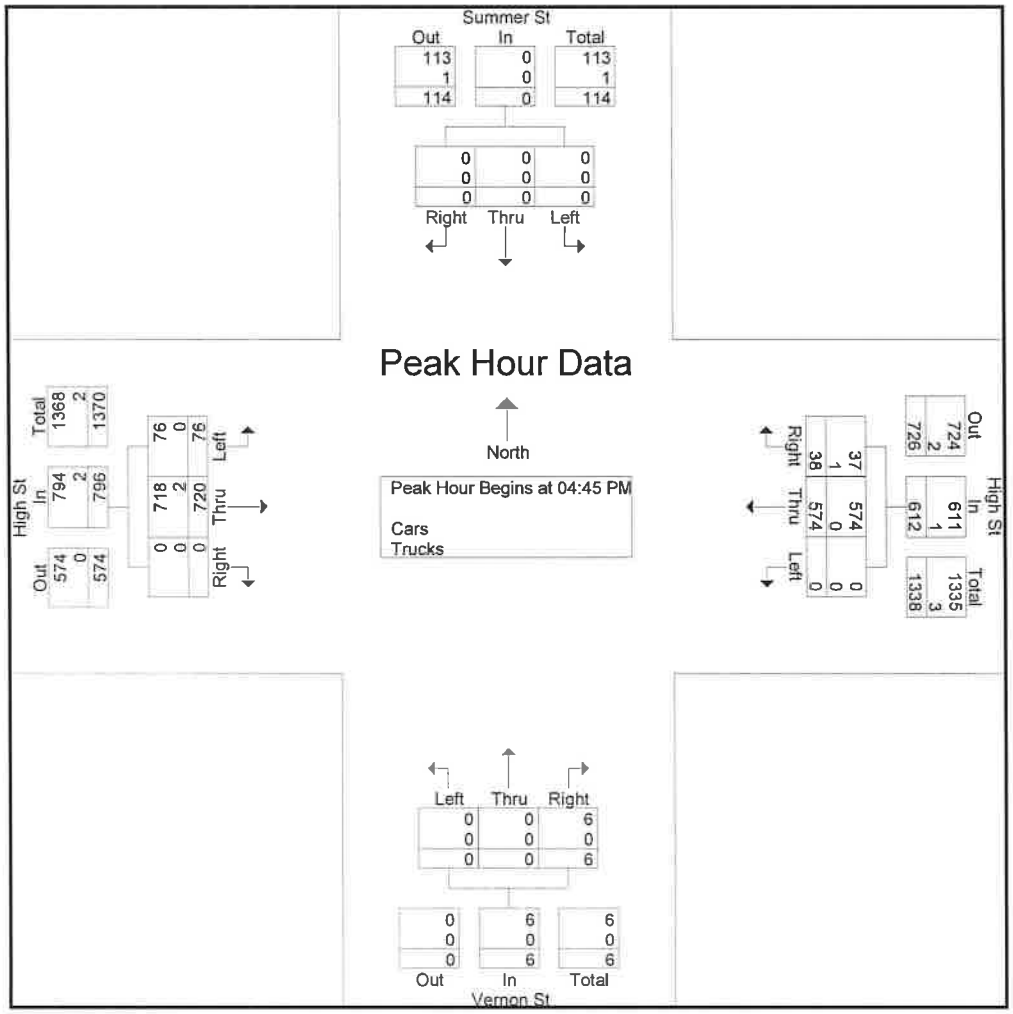
N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 2

	Summer St From North				High St From East				Vernon St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	151	13	164	0	0	1	1	19	168	0	187	352
05:00 PM	0	0	0	0	0	**162**	4	**166**	0	0	1	1	13	177	0	190	357
05:15 PM	0	0	0	0	0	129	**16**	145	0	0	**3**	**3**	**22**	**198**	0	**220**	**368**
05:30 PM	0	0	0	0	0	132	5	137	0	0	1	1	22	177	0	199	337
Total Volume	0	0	0	0	0	574	38	612	0	0	6	6	76	720	0	796	1414
% App. Total	0	0	0		0	93.8	6.2		0	0	100		9.5	90.5	0		
PHF	.000	.000	.000	.000	.000	.886	.594	.922	.000	.000	.500	.500	.864	.909	.000	.905	.961
Cars	0	0	0	0	0	574	37	611	0	0	6	6	76	718	0	794	1411
% Cars	0	0	0	0	0	100	97.4	99.8	0	0	100	100	100	99.7	0	99.7	99.8
Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
% Trucks	0	0	0	0	0	0	2.6	0.2	0	0	0	0	0	0.3	0	0.3	0.2

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	155	18	173	0	0	1	1	19	168	0	187
+15 mins.	0	0	0	0	0	176	10	186	0	0	1	1	13	177	0	190
+30 mins.	0	0	0	0	0	164	11	175	0	0	3	3	22	198	0	220
+45 mins.	0	0	0	0	0	151	13	164	0	0	1	1	22	177	0	199
Total Volume	0	0	0	0	0	646	52	698	0	0	6	6	76	720	0	796
% App. Total	0	0	0		0	92.6	7.4		0	0	100		9.5	90.5	0	

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	Summer St From North			High St From East			Vernon St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	155	18	0	0	2	19	134	0	328
04:15 PM	0	0	0	0	176	10	0	0	1	17	154	0	358
04:30 PM	0	0	0	0	164	11	0	0	0	14	130	0	319
04:45 PM	0	0	0	0	151	13	0	0	1	19	167	0	351
Total	0	0	0	0	646	52	0	0	4	69	585	0	1356
05:00 PM	0	0	0	0	162	4	0	0	1	13	176	0	356
05:15 PM	0	0	0	0	129	15	0	0	3	22	198	0	367
05:30 PM	0	0	0	0	132	5	0	0	1	22	177	0	337
05:45 PM	0	0	0	0	113	11	0	0	0	14	160	1	299
Total	0	0	0	0	536	35	0	0	5	71	711	1	1359
Grand Total	0	0	0	0	1182	87	0	0	9	140	1296	1	2715
Apprch %	0	0	0	0	93.1	6.9	0	0	100	9.7	90.2	0.1	
Total %	0	0	0	0	43.5	3.2	0	0	0.3	5.2	47.7	0	

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	Summer St From North			High St From East			Vernon St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	6	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	1	0	2
Grand Total	0	0	0	0	0	1	0	0	0	0	7	0	8
Apprch %	0	0	0	0	0	100	0	0	0	0	100	0	
Total %	0	0	0	0	0	12.5	0	0	0	0	87.5	0	

I/S Street : Summer St / Vernon St
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	Summer St From North				High St From East				Vernon St From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	4	1	1	0	0	0	1	0	5	0	0	3	10	13
04:15 PM	0	0	0	0	0	1	1	1	0	0	0	0	1	3	0	0	1	6	7
04:30 PM	0	0	0	1	0	2	0	0	0	0	1	2	0	1	0	0	3	4	7
04:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	3	3	6
Total	0	0	0	5	0	7	2	2	0	0	1	3	1	12	0	0	10	23	33
05:00 PM	0	0	0	1	0	1	0	0	0	0	0	1	0	2	0	0	2	3	5
05:15 PM	0	0	0	2	0	0	0	0	0	0	0	1	1	3	0	0	3	4	7
05:30 PM	0	0	0	3	0	2	0	0	0	0	0	3	2	5	0	0	6	9	15
05:45 PM	0	0	1	7	0	3	0	0	0	0	0	2	1	8	0	0	9	13	22
Total	0	0	1	13	0	6	0	0	0	0	0	7	4	18	0	0	20	29	49
Grand Total	0	0	1	18	0	13	2	2	0	0	1	10	5	30	0	0	30	52	82
Apprch %	0	0	100		0	86.7	13.3		0	0	100		14.3	85.7	0				
Total %	0	0	1.9		0	25	3.8		0	0	1.9		9.6	57.7	0		36.6	63.4	

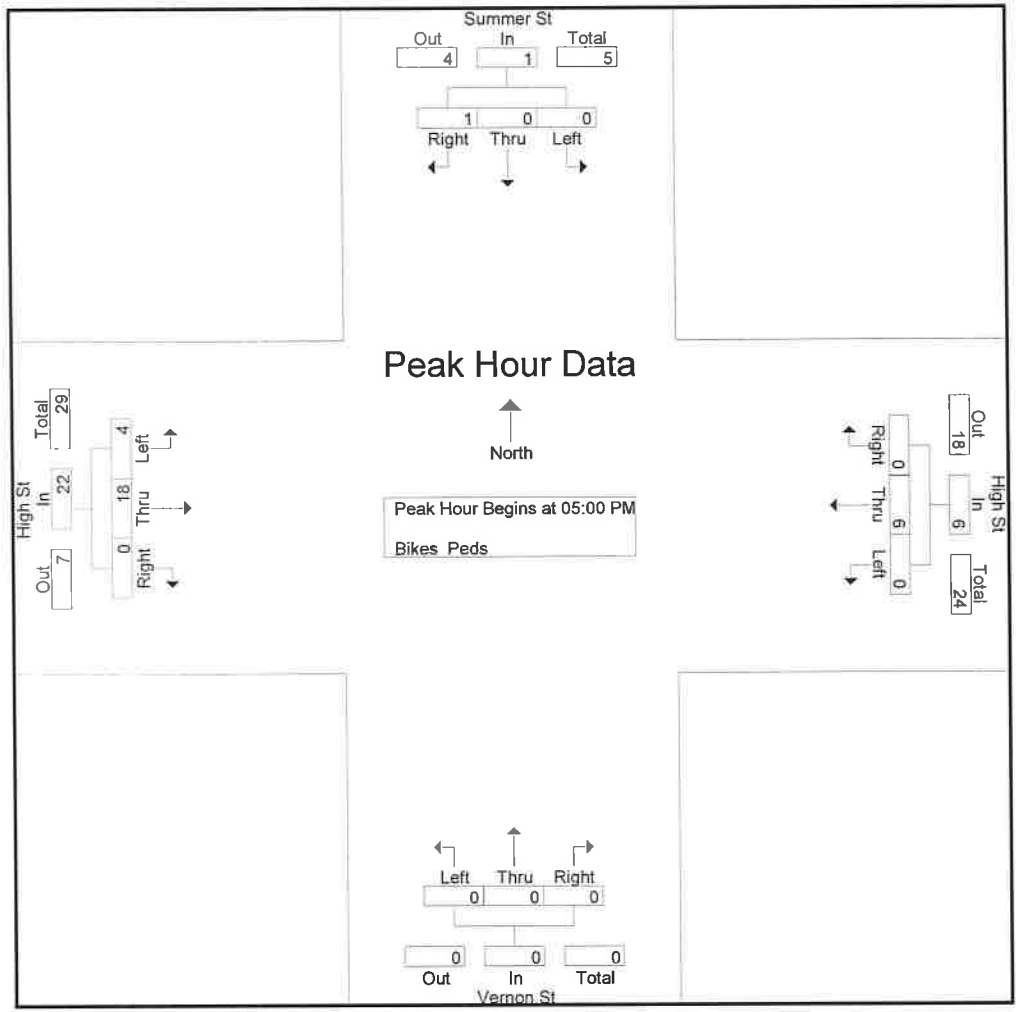
N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 14

	Summer St From North				High St From East				Vernon St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	**2**	5	0	7	9
05:45 PM	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	1	**8**	0	**9**	**13**
Total Volume	0	0	1	1	0	6	0	6	0	0	0	0	4	18	0	22	29
% App. Total	0	0	100		0	100	0		0	0	0		18.2	81.8	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500	.563	.000	.611	.558

/S Street : Summer St / Vernon St
/W Street: High Street
ity/State : Newburyport, MA
/eather : Clear

File Name : 7992001
Site Code : 7992001
Start Date : 8/2/2018
Page No : 15



'eak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

'eak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	1	2	0	0	0	0	1	3	0	4
+30 mins.	0	0	0	0	0	2	0	2	0	0	**1**	**1**	**2**	5	0	7
+45 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1	**8**	0	**9**
Total Volume	0	0	1	1	0	7	2	9	0	0	1	1	4	18	0	22
% App. Total	0	0	100		0	77.8	22.2		0	0	100		18.2	81.8	0	

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	Summer St From North			High St From East			Vernon St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	164	20	0	0	0	24	159	0	367
11:15 AM	0	0	0	0	166	17	0	0	0	20	129	1	333
11:30 AM	0	0	0	0	135	12	0	0	0	27	123	0	297
11:45 AM	0	0	0	0	170	15	0	0	0	19	159	0	363
Total	0	0	0	0	635	64	0	0	0	90	570	1	1360
12:00 PM	0	0	0	0	141	12	0	0	3	19	130	0	305
12:15 PM	0	0	0	0	136	8	0	0	0	25	105	0	274
12:30 PM	0	0	0	0	128	8	1	0	0	9	116	0	262
12:45 PM	0	0	0	0	134	9	0	0	0	17	112	0	272
Total	0	0	0	0	539	37	1	0	3	70	463	0	1113
01:00 PM	0	0	0	0	134	17	1	0	1	13	131	1	298
01:15 PM	0	0	0	0	135	9	1	1	0	14	93	0	253
01:30 PM	0	0	0	0	138	18	0	0	1	18	109	0	284
01:45 PM	0	0	0	0	114	15	0	0	2	12	114	0	257
Total	0	0	0	0	521	59	2	1	4	57	447	1	1092
Grand Total	0	0	0	0	1695	160	3	1	7	217	1480	2	3565
Apprch %	0	0	0	0	91.4	8.6	27.3	9.1	63.6	12.8	87.1	0.1	
Total %	0	0	0	0	47.5	4.5	0.1	0	0.2	6.1	41.5	0.1	
Cars	0	0	0	0	1691	160	3	1	7	216	1478	2	3558
% Cars	0	0	0	0	99.8	100	100	100	100	99.5	99.9	100	99.8
Trucks	0	0	0	0	4	0	0	0	0	1	2	0	7
% Trucks	0	0	0	0	0.2	0	0	0	0	0.5	0.1	0	0.2

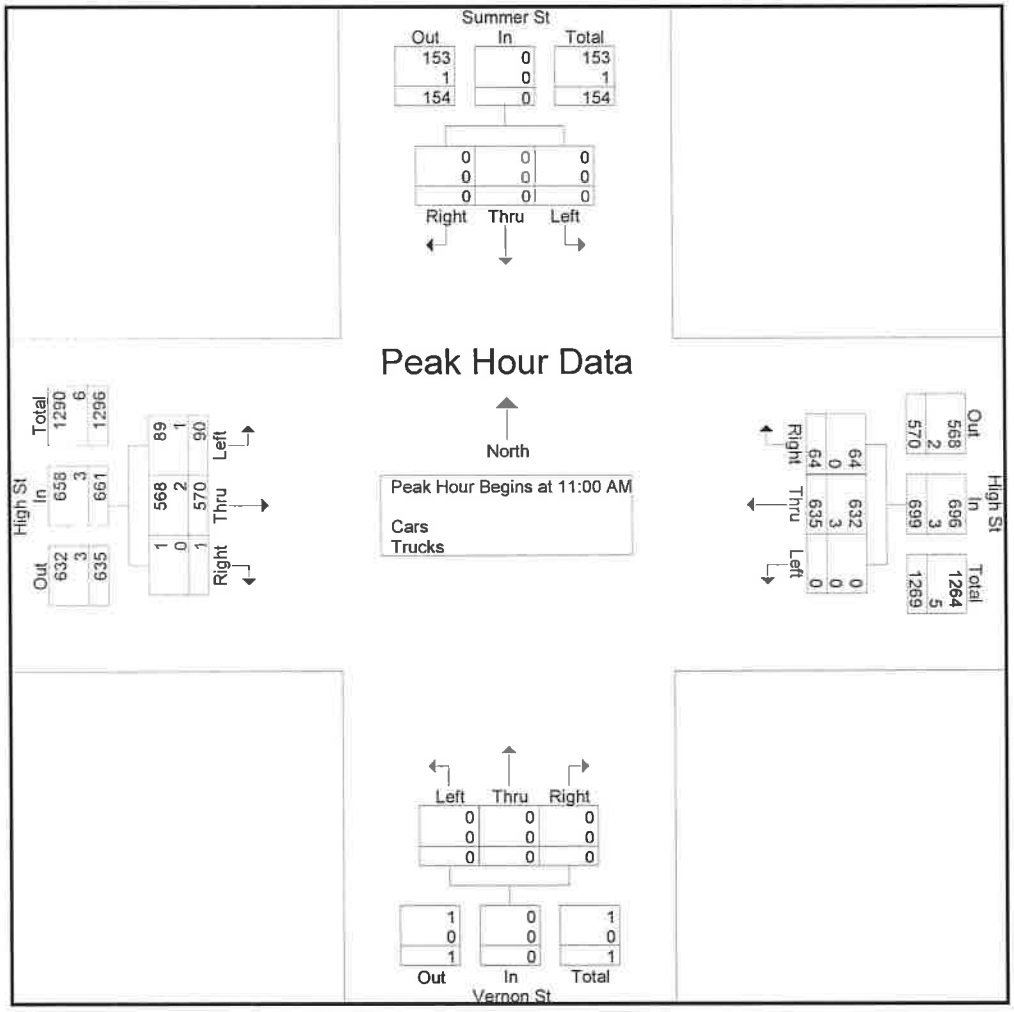
/S Street : Summer St / Vernon St
/W Street: High Street
ity/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 2

	Summer St From North				High St From East				Vernon St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	164	**20**	184	0	0	0	0	24	**159**	0	**183**	**367**
11:15 AM	0	0	0	0	0	166	17	183	0	0	0	0	20	129	**1**	150	333
11:30 AM	0	0	0	0	0	135	12	147	0	0	0	0	**27**	123	0	150	297
11:45 AM	0	0	0	0	0	**170**	15	**185**	0	0	0	0	19	159	0	178	363
Total Volume	0	0	0	0	0	635	64	699	0	0	0	0	90	570	1	661	1360
% App. Total	0	0	0		0	90.8	9.2		0	0	0		13.6	86.2	0.2		
PHF	.000	.000	.000	.000	.000	.934	.800	.945	.000	.000	.000	.000	.833	.896	.250	.903	.926
Cars	0	0	0	0	0	632	64	696	0	0	0	0	89	568	1	658	1354
% Cars	0	0	0	0	0	99.5	100	99.6	0	0	0	0	98.9	99.6	100	99.5	99.6
Trucks	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
% Trucks	0	0	0	0	0	0.5	0	0.4	0	0	0	0	1.1	0.4	0	0.5	0.4

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				01:00 PM				11:00 AM			
+0 mins.	0	0	0	0	0	164	**20**	184	**1**	0	1	**2**	24	**159**	0	**183**
+15 mins.	0	0	0	0	0	166	17	183	1	**1**	0	2	20	129	**1**	150
+30 mins.	0	0	0	0	0	135	12	147	0	0	1	1	**27**	123	0	150
+45 mins.	0	0	0	0	0	**170**	15	**185**	0	0	**2**	2	19	159	0	178
Total Volume	0	0	0	0	0	635	64	699	2	1	4	7	90	570	1	661
% App. Total	0	0	0		0	90.8	9.2		28.6	14.3	57.1		13.6	86.2	0.2	
PHF	.000	.000	.000	.000	.000	.934	.800	.945	.500	.250	.500	.875	.833	.896	.250	.903

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	Summer St From North			High St From East			Vernon St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	163	20	0	0	0	24	159	0	366
11:15 AM	0	0	0	0	165	17	0	0	0	20	129	1	332
11:30 AM	0	0	0	0	135	12	0	0	0	26	122	0	295
11:45 AM	0	0	0	0	169	15	0	0	0	19	158	0	361
Total	0	0	0	0	632	64	0	0	0	89	568	1	1354
12:00 PM	0	0	0	0	141	12	0	0	3	19	130	0	305
12:15 PM	0	0	0	0	136	8	0	0	0	25	105	0	274
12:30 PM	0	0	0	0	127	8	1	0	0	9	116	0	261
12:45 PM	0	0	0	0	134	9	0	0	0	17	112	0	272
Total	0	0	0	0	538	37	1	0	3	70	463	0	1112
01:00 PM	0	0	0	0	134	17	1	0	1	13	131	1	298
01:15 PM	0	0	0	0	135	9	1	1	0	14	93	0	253
01:30 PM	0	0	0	0	138	18	0	0	1	18	109	0	284
01:45 PM	0	0	0	0	114	15	0	0	2	12	114	0	257
Total	0	0	0	0	521	59	2	1	4	57	447	1	1092
Grand Total	0	0	0	0	1691	160	3	1	7	216	1478	2	3558
Apprch %	0	0	0	0	91.4	8.6	27.3	9.1	63.6	12.7	87.1	0.1	
Total %	0	0	0	0	47.5	4.5	0.1	0	0.2	6.1	41.5	0.1	

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	Summer St From North			High St From East			Vernon St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
11:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	0	0	0	0	1	2	0	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	4	0	0	0	0	1	2	0	7
Apprch %	0	0	0	0	100	0	0	0	0	33.3	66.7	0	
Total %	0	0	0	0	57.1	0	0	0	0	14.3	28.6	0	

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	Summer St From North				High St From East				Vernon St From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	1	4	3	7
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	3	3
11:30 AM	0	0	0	6	0	3	0	0	0	0	0	0	0	1	0	0	6	4	10
11:45 AM	0	0	1	1	0	0	0	0	0	0	0	1	0	2	0	0	2	3	5
Total	0	0	1	9	0	6	1	0	0	0	0	2	1	4	0	1	12	13	25
12:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4	4
12:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
12:45 PM	0	0	0	0	0	1	0	0	0	0	1	2	1	1	0	0	2	4	6
Total	0	0	0	1	0	5	0	0	0	0	1	2	1	4	0	0	3	11	14
01:00 PM	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	2	1	3
01:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	3
01:30 PM	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	0	2	2	4
01:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	2
Total	0	0	0	3	0	2	1	0	1	0	0	1	1	3	0	0	4	8	12
Grand Total	0	0	1	13	0	13	2	0	1	0	1	5	3	11	0	1	19	32	51
Apprch %	0	0	100		0	86.7	13.3		50	0	50		21.4	78.6	0				
Total %	0	0	3.1		0	40.6	6.2		3.1	0	3.1		9.4	34.4	0		37.3	62.7	

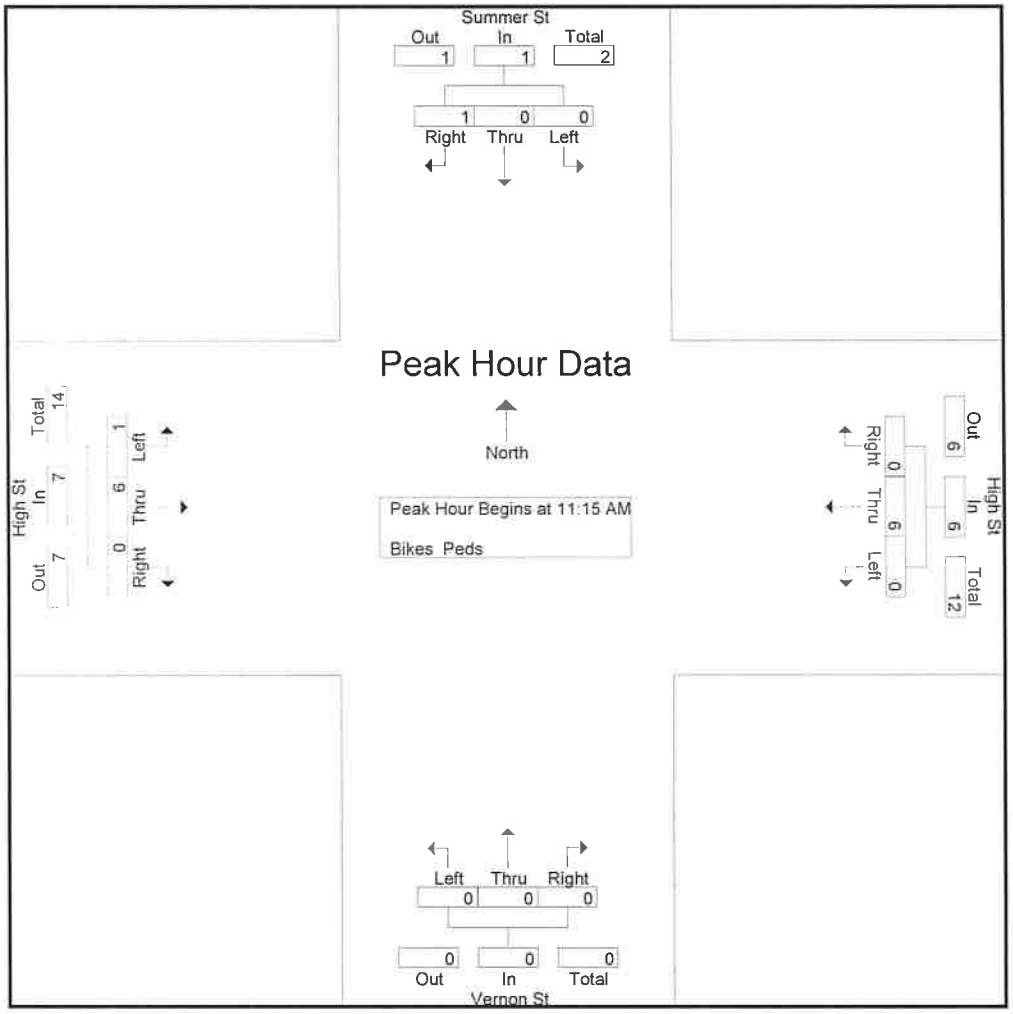
I/S Street : Summer St / Vernon St
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 14

	Summer St From North				High St From East				Vernon St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	1	0	**2**	3
11:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	**4**
11:45 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**2**	0	2	3
12:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	1	1	0	6	0	6	0	0	0	0	1	6	0	7	14
% App. Total	0	0	100		0	100	0		0	0	0		14.3	85.7	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.750	.000	.875	.875

N/S Street : Summer St / Vernon St
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 79920S1
Site Code : 7992001
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				12:00 PM				11:15 AM			
+0 mins.	0	0	0	0	0	2	**1**	**3**	0	0	0	0	**1**	**1**	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**3**	0	3	0	0	0	0	0	**2**	0	2
+45 mins.	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	0	2	0	2
Total Volume	0	0	1	1	0	6	1	7	0	0	1	1	1	6	0	7
% App. Total	0	0	100		0	85.7	14.3		0	0	100		14.3	85.7	0	
PHF	.000	.000	.250	.250	.000	.500	.250	.583	.000	.000	.250	.250	.250	.750	.000	.875

Accurate Counts

978-664-2565

S Street : Market Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Market St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	3	5	50	2	1	59	1:
07:15 AM	0	3	75	2	1	59	1-
07:30 AM	0	6	95	2	2	68	1:
07:45 AM	0	5	115	1	1	101	2:
Total	3	19	335	7	5	287	6:
08:00 AM	1	6	104	1	7	103	2:
08:15 AM	3	6	115	7	5	124	2(
08:30 AM	5	6	135	3	7	107	2(
08:45 AM	4	5	122	4	6	116	2:
Total	13	23	476	15	25	450	10(
Grand Total	16	42	811	22	30	737	16:
Apprch %	27.6	72.4	97.4	2.6	3.9	96.1	
Total %	1	2.5	48.9	1.3	1.8	44.5	
Cars	16	42	806	22	30	722	16:
% Cars	100	100	99.4	100	100	98	98
Trucks	0	0	5	0	0	15	:
% Trucks	0	0	0.6	0	0	2	1

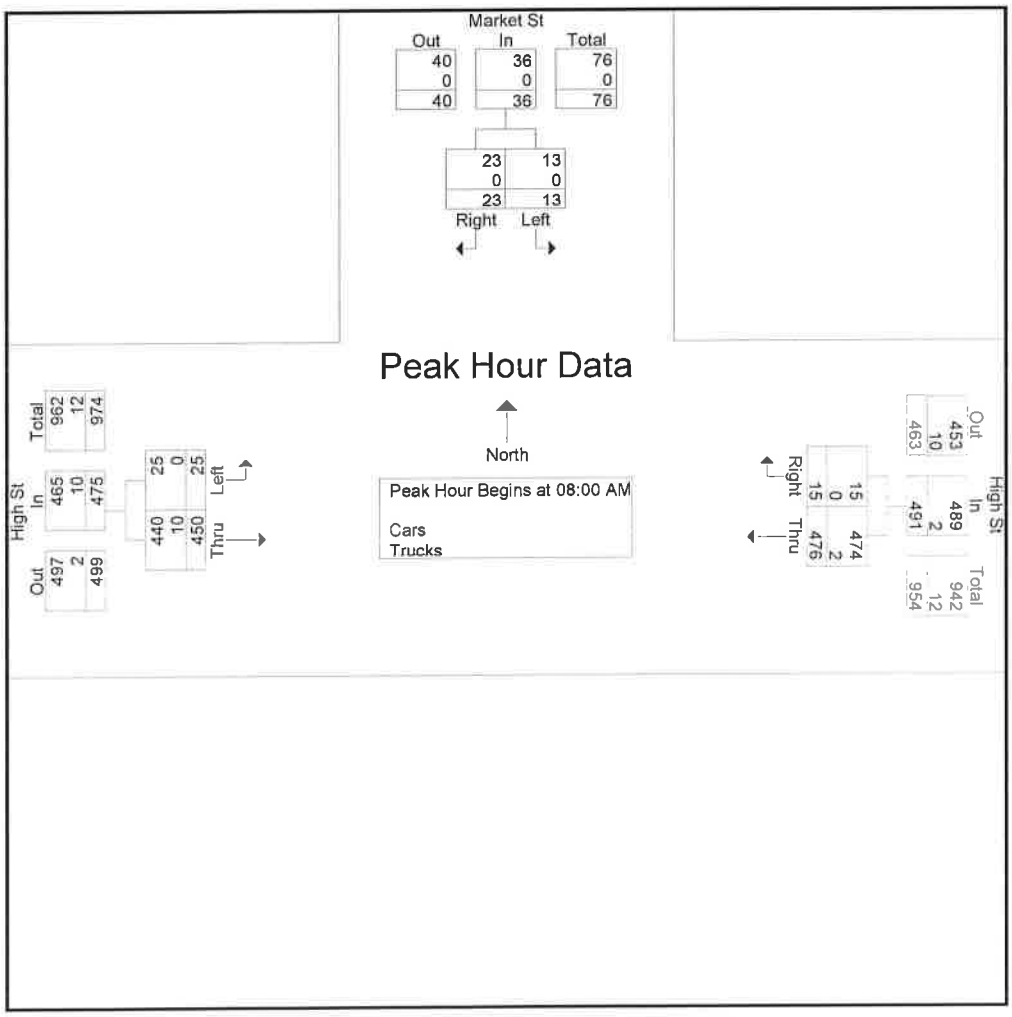
Accurate Counts

978-664-2565

S Street : Market Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Market St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	1	**6**	7	104	1	105	**7**	103	110	22
08:15 AM	3	6	9	115	**7**	122	5	**124**	**129**	26
08:30 AM	**5**	6	**11**	**135**	3	**138**	7	107	114	**26**
08:45 AM	4	5	9	122	4	126	6	116	122	25
Total Volume	13	23	36	476	15	491	25	450	475	100
% App. Total	36.1	63.9		96.9	3.1		5.3	94.7		
PHF	.650	.958	.818	.881	.536	.889	.893	.907	.921	.95
Cars	13	23	36	474	15	489	25	440	465	99
% Cars	100	100	100	99.6	100	99.6	100	97.8	97.9	98
Trucks	0	0	0	2	0	2	0	10	10	1
% Trucks	0	0	0	0.4	0	0.4	0	2.2	2.1	1



Accurate Counts

978-664-2565

S Street : Market Street
/V Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Market St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	3	5	49	2	1	58	1
07:15 AM	0	3	75	2	1	59	1
07:30 AM	0	6	94	2	2	66	1
07:45 AM	0	5	114	1	1	99	2
Total	3	19	332	7	5	282	6
08:00 AM	1	6	104	1	7	102	2
08:15 AM	3	6	115	7	5	121	2
08:30 AM	5	6	134	3	7	103	2
08:45 AM	4	5	121	4	6	114	2
Total	13	23	474	15	25	440	9
Grand Total	16	42	806	22	30	722	16
Apprch %	27.6	72.4	97.3	2.7	4	96	
Total %	1	2.6	49.2	1.3	1.8	44.1	

Accurate Counts

978-664-2565

S Street : Market Street
/W Street: High Street
:y/State : Newburyport, MA
:eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Market St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	0	0	1	0	0	1	
07:15 AM	0	0	0	0	0	0	
07:30 AM	0	0	1	0	0	2	
07:45 AM	0	0	1	0	0	2	
Total	0	0	3	0	0	5	
08:00 AM	0	0	0	0	0	1	
08:15 AM	0	0	0	0	0	3	
08:30 AM	0	0	1	0	0	4	
08:45 AM	0	0	1	0	0	2	
Total	0	0	2	0	0	10	
Grand Total	0	0	5	0	0	15	
Apprch %	0	0	100	0	0	100	
Total %	0	0	25	0	0	75	

Accurate Counts

978-664-2565

S Street : Market Street
/N Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Market St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	0	0	1	1	0	0	0	0	0	1	1	
07:15 AM	0	0	0	1	0	0	0	2	0	0	3	
07:30 AM	0	0	0	3	0	0	0	3	0	0	6	
07:45 AM	0	0	3	2	0	2	0	0	0	5	2	
Total	0	0	4	7	0	2	0	5	0	6	12	1
08:00 AM	0	0	0	0	0	0	0	1	1	1	1	
08:15 AM	0	0	8	1	0	0	0	2	1	9	3	1
08:30 AM	0	0	3	1	0	1	1	2	0	4	4	
08:45 AM	0	0	1	2	0	1	0	2	0	2	4	
Total	0	0	12	4	0	2	1	7	2	16	12	2
Grand Total	0	0	16	11	0	4	1	12	2	22	24	4
Apprch %	0	0		100	0		7.7	92.3				
Total %	0	0		45.8	0		4.2	50		47.8	52.2	

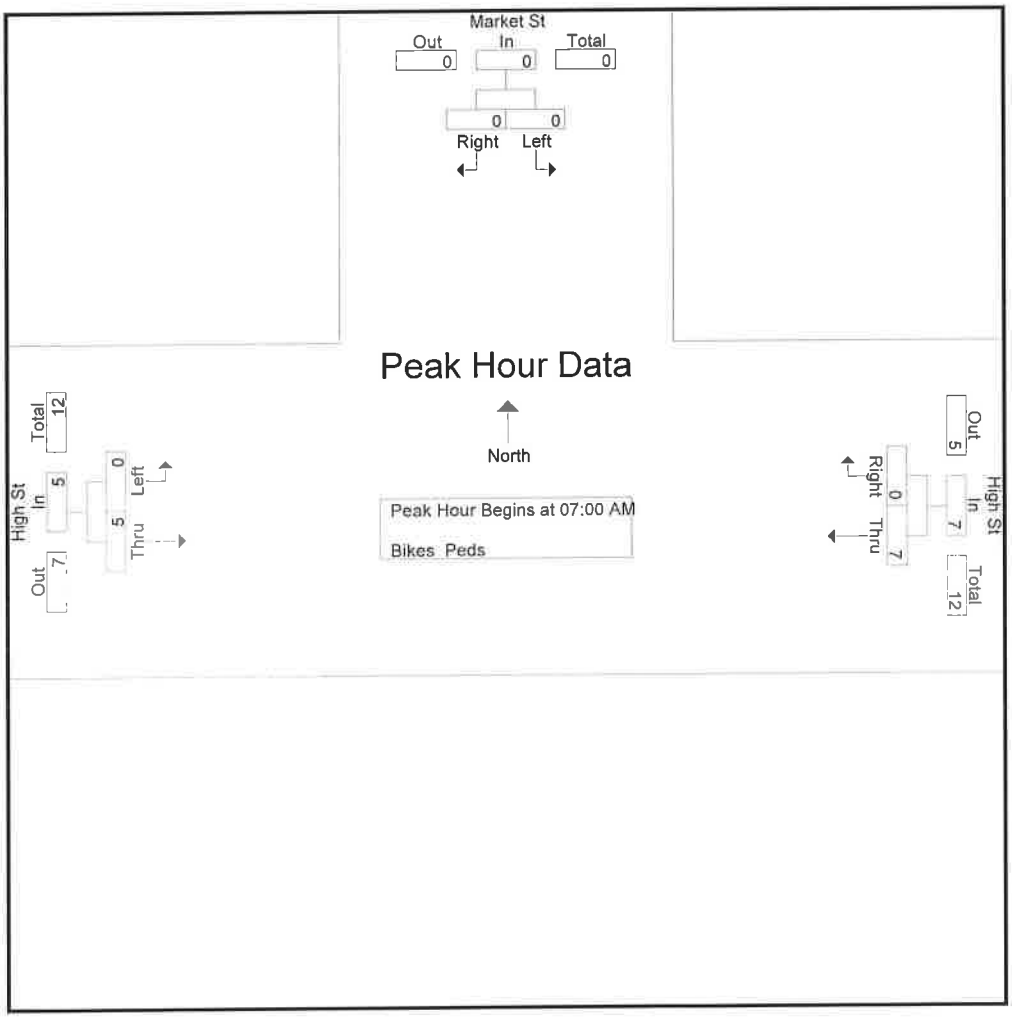
Accurate Counts

978-664-2565

S Street : Market Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Market St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	1	0	1	0	0	0	
07:15 AM	0	0	0	1	0	1	0	2	2	
07:30 AM	0	0	0	3	0	3	0	3	3	
07:45 AM	0	0	0	2	0	2	0	0	0	
Total Volume	0	0	0	7	0	7	0	5	5	1
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.583	.000	.583	.000	.417	.417	.5(



Accurate Counts

978-664-2565

S Street : Market Street
/N Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Market St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	3	10	164	7	11	124	3
04:15 PM	5	12	176	2	3	154	3
04:30 PM	2	6	175	5	8	122	3
04:45 PM	6	12	161	6	12	159	3
Total	16	40	676	20	34	559	13
05:00 PM	4	6	163	5	6	173	3
05:15 PM	2	11	134	7	13	186	3
05:30 PM	4	7	130	3	14	170	3
05:45 PM	4	4	127	6	8	150	2
Total	14	28	554	21	41	679	13
Grand Total	30	68	1230	41	75	1238	26
Apprch %	30.6	69.4	96.8	3.2	5.7	94.3	
Total %	1.1	2.5	45.9	1.5	2.8	46.2	
Cars	30	68	1229	41	75	1231	26
% Cars	100	100	99.9	100	100	99.4	99
Trucks	0	0	1	0	0	7	
% Trucks	0	0	0.1	0	0	0.6	0

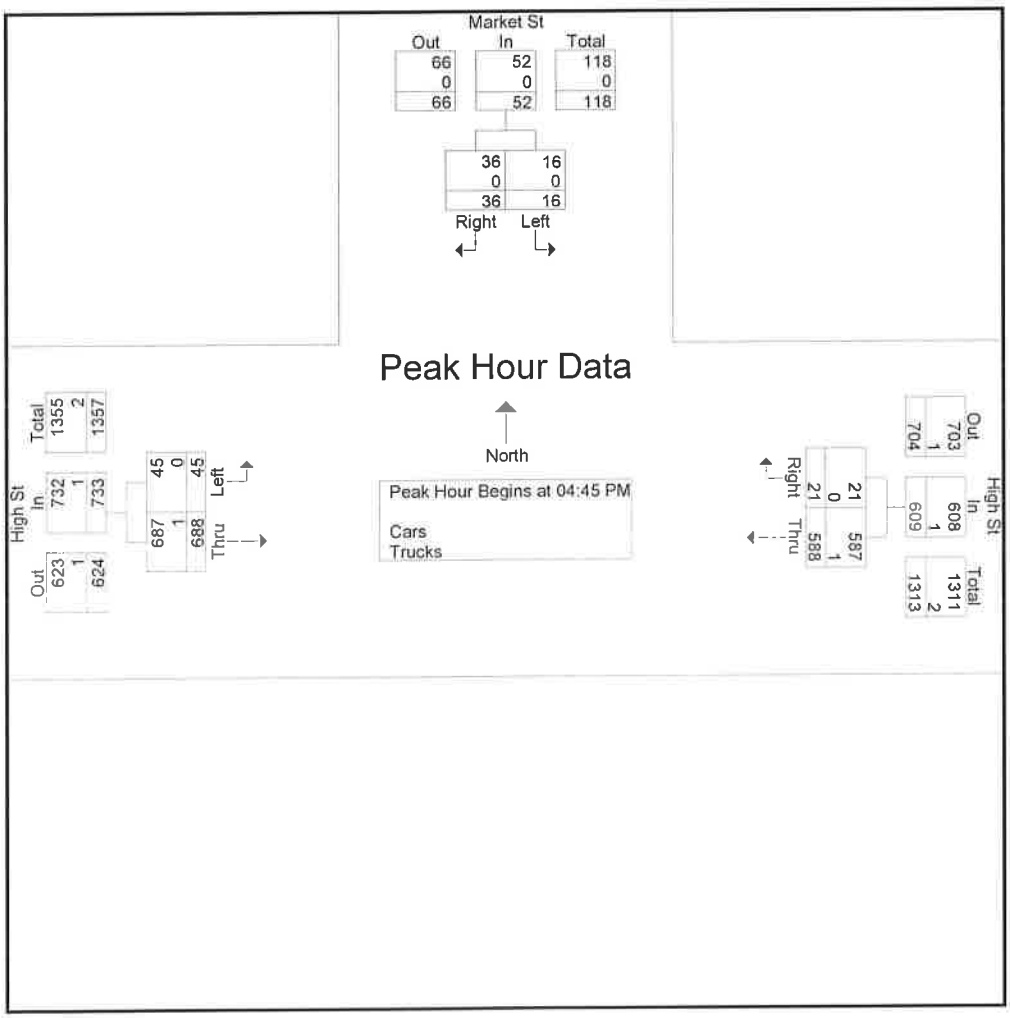
Accurate Counts

978-664-2565

S Street : Market Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Market St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**6**	**12**	**18**	161	6	167	12	159	171	35
05:00 PM	4	6	10	**163**	5	**168**	6	173	179	**35**
05:15 PM	2	11	13	134	**7**	141	13	**186**	**199**	35
05:30 PM	4	7	11	130	3	133	**14**	170	184	32
Total Volume	16	36	52	588	21	609	45	688	733	139
% App. Total	30.8	69.2		96.6	3.4		6.1	93.9		
PHF	.667	.750	.722	.902	.750	.906	.804	.925	.921	.97
Cars	16	36	52	587	21	608	45	687	732	139
% Cars	100	100	100	99.8	100	99.8	100	99.9	99.9	99
Trucks	0	0	0	1	0	1	0	1	1	
% Trucks	0	0	0	0.2	0	0.2	0	0.1	0.1	0



Accurate Counts

978-664-2565

S Street : Market Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Market St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	3	10	164	7	11	122	3
04:15 PM	5	12	176	2	3	153	3
04:30 PM	2	6	175	5	8	119	3
04:45 PM	6	12	161	6	12	159	3
Total	16	40	676	20	34	553	13
05:00 PM	4	6	163	5	6	172	3
05:15 PM	2	11	133	7	13	186	3
05:30 PM	4	7	130	3	14	170	3
05:45 PM	4	4	127	6	8	150	2
Total	14	28	553	21	41	678	13
Grand Total	30	68	1229	41	75	1231	26
Apprch %	30.6	69.4	96.8	3.2	5.7	94.3	
Total %	1.1	2.5	46	1.5	2.8	46	

Accurate Counts

978-664-2565

S Street : Market Street
/V Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Market St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	0	0	0	0	0	2	
04:15 PM	0	0	0	0	0	1	
04:30 PM	0	0	0	0	0	3	
04:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	0	6	
05:00 PM	0	0	0	0	0	1	
05:15 PM	0	0	1	0	0	0	
05:30 PM	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	
Total	0	0	1	0	0	1	
Grand Total	0	0	1	0	0	7	
Apprch %	0	0	100	0	0	100	
Total %	0	0	12.5	0	0	87.5	

Accurate Counts

978-664-2565

S Street : Market Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Market St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	0	3	3	0	2	0	3	0	5	6	1
04:15 PM	0	0	0	2	0	2	1	2	0	2	5	
04:30 PM	0	0	1	0	0	0	0	2	0	1	2	
04:45 PM	0	0	1	1	0	2	0	1	0	3	2	
Total	0	0	5	6	0	6	1	8	0	11	15	2
05:00 PM	0	0	0	2	0	0	0	1	0	0	3	
05:15 PM	0	0	2	1	0	1	0	3	0	3	4	
05:30 PM	0	1	1	1	0	0	0	10	0	1	12	1
05:45 PM	0	0	6	3	0	0	0	8	0	6	11	1
Total	0	1	9	7	0	1	0	22	0	10	30	4
Grand Total	0	1	14	13	0	7	1	30	0	21	45	6
Apprch %	0	100		100	0		3.2	96.8				
Total %	0	2.2		28.9	0		2.2	66.7		31.8	68.2	

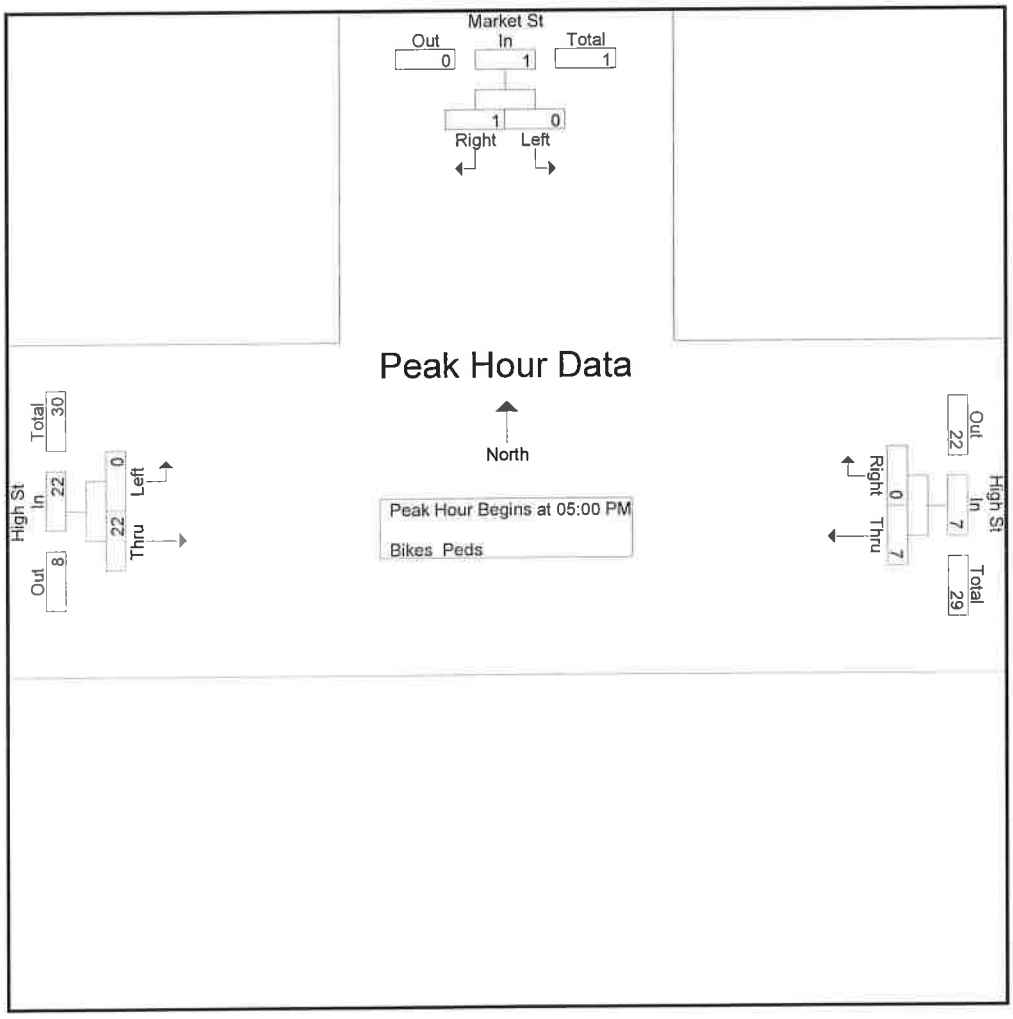
Accurate Counts

978-664-2565

S Street : Market Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Market St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	2	0	2	0	1	1	
05:15 PM	0	0	0	1	0	1	0	3	3	
05:30 PM	0	**1**	**1**	1	0	1	0	**10**	**10**	**1**
05:45 PM	0	0	0	**3**	0	**3**	0	8	8	1
Total Volume	0	1	1	7	0	7	0	22	22	
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.583	.000	.583	.000	.550	.550	.62



Accurate Counts

978-664-2565

S Street : Market Street
/V Street: High Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 1

Groups Printed- Cars - Trucks

	Market St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	5	13	190	1	5	150	36
11:15 AM	6	12	179	7	4	127	3
11:30 AM	2	6	143	2	4	127	28
11:45 AM	2	7	179	4	5	151	3
Total	15	38	691	14	18	555	13
12:00 PM	6	10	148	4	6	124	29
12:15 PM	1	6	142	5	4	111	2
12:30 PM	3	5	137	7	9	106	2
12:45 PM	2	7	139	5	2	106	2
Total	12	28	566	21	21	447	10
01:00 PM	3	5	147	3	4	126	28
01:15 PM	2	5	141	3	7	94	2
01:30 PM	1	9	139	4	3	104	2
01:45 PM	2	2	133	4	6	102	2
Total	8	21	560	14	20	426	10
Grand Total	35	87	1817	49	59	1428	34
Apprch %	28.7	71.3	97.4	2.6	4	96	
Total %	1	2.5	52.3	1.4	1.7	41.1	
Cars	35	87	1815	49	59	1423	34
% Cars	100	100	99.9	100	100	99.6	99
Trucks	0	0	2	0	0	5	
% Trucks	0	0	0.1	0	0	0.4	0

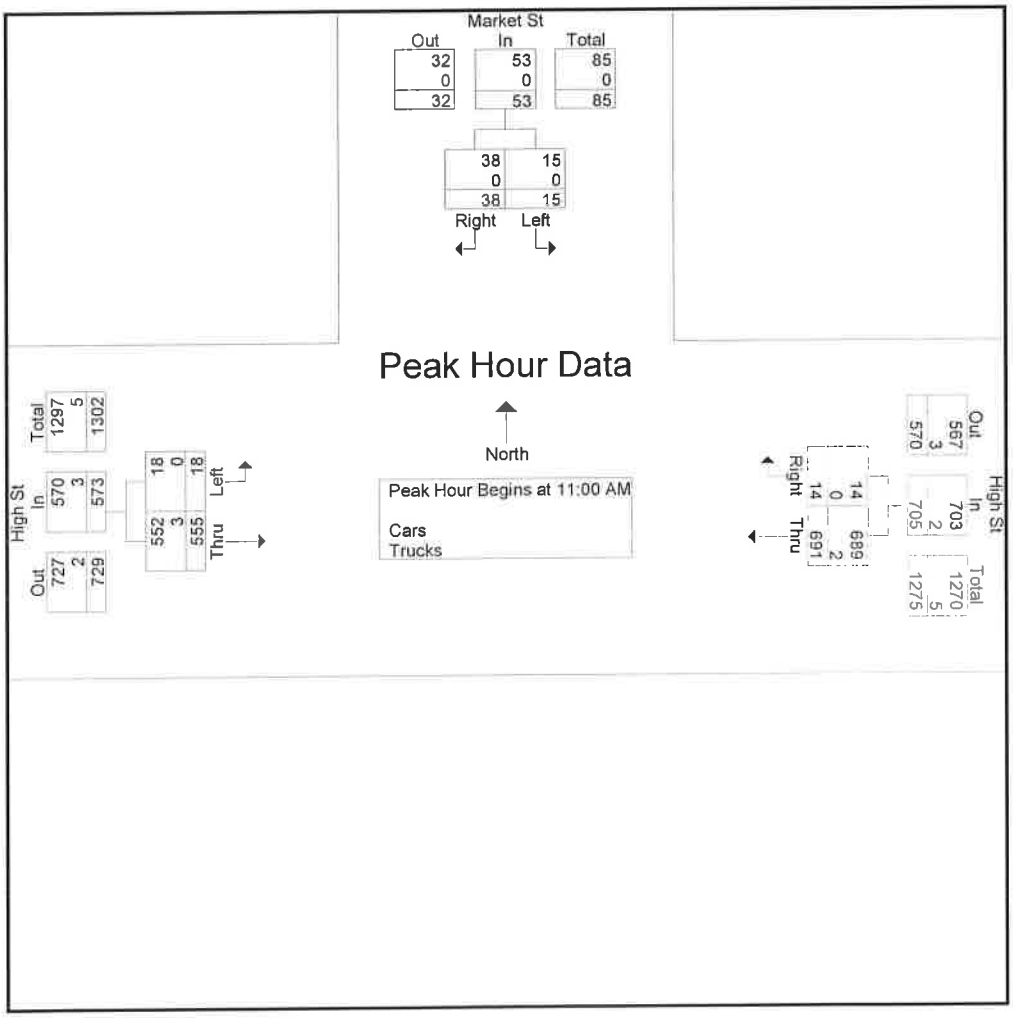
Accurate Counts

978-664-2565

S Street : Market Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 2

	Market St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	5	**13**	**18**	**190**	1	**191**	**5**	150	155	**36**
11:15 AM	**6**	12	18	179	**7**	186	4	127	131	33
11:30 AM	2	6	8	143	2	145	4	127	131	28
11:45 AM	2	7	9	179	4	183	5	**151**	**156**	34
Total Volume	15	38	53	691	14	705	18	555	573	133
% App. Total	28.3	71.7		98	2		3.1	96.9		
PHF	.625	.731	.736	.909	.500	.923	.900	.919	.918	.91
Cars	15	38	53	689	14	703	18	552	570	132
% Cars	100	100	100	99.7	100	99.7	100	99.5	99.5	99
Trucks	0	0	0	2	0	2	0	3	3	
% Trucks	0	0	0	0.3	0	0.3	0	0.5	0.5	0



Accurate Counts

978-664-2565

S Street : Market Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 4

Groups Printed- Cars

	Market St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	5	13	190	1	5	150	36
11:15 AM	6	12	178	7	4	126	33
11:30 AM	2	6	143	2	4	126	28
11:45 AM	2	7	178	4	5	150	34
Total	15	38	689	14	18	552	132
12:00 PM	6	10	148	4	6	124	29
12:15 PM	1	6	142	5	4	110	26
12:30 PM	3	5	137	7	9	106	26
12:45 PM	2	7	139	5	2	106	26
Total	12	28	566	21	21	446	109
01:00 PM	3	5	147	3	4	126	28
01:15 PM	2	5	141	3	7	94	25
01:30 PM	1	9	139	4	3	103	25
01:45 PM	2	2	133	4	6	102	24
Total	8	21	560	14	20	425	104
Grand Total	35	87	1815	49	59	1423	346
Apprch %	28.7	71.3	97.4	2.6	4	96	
Total %	1	2.5	52.3	1.4	1.7	41	

Accurate Counts

978-664-2565

S Street : Market Street
/N Street: High Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 7

Groups Printed- Trucks

	Market St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	0	0	0	0	0	0	
11:15 AM	0	0	1	0	0	1	
11:30 AM	0	0	0	0	0	1	
11:45 AM	0	0	1	0	0	1	
Total	0	0	2	0	0	3	
12:00 PM	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	1	
12:30 PM	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	0	1	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	0	0	0	0	0	
01:30 PM	0	0	0	0	0	1	
01:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	0	1	
Grand Total	0	0	2	0	0	5	
Apprch %	0	0	100	0	0	100	
Total %	0	0	28.6	0	0	71.4	

Accurate Counts

978-664-2565

S Street : Market Street
/N Street: High Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 10

Groups Printed- Bikes Peds

	Market St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	0	0	1	0	0	0	0	0	0	1	0	
11:15 AM	0	1	1	0	0	0	0	1	0	1	2	
11:30 AM	0	0	2	3	0	2	0	1	0	4	4	
11:45 AM	0	0	4	0	0	2	0	0	0	6	0	
Total	0	1	8	3	0	4	0	2	0	12	6	1
12:00 PM	0	0	0	2	0	0	0	1	0	0	3	
12:15 PM	0	0	1	1	0	0	0	0	0	1	1	
12:30 PM	0	0	1	0	0	0	0	1	0	1	1	
12:45 PM	0	0	1	1	0	0	0	1	0	1	2	
Total	0	0	3	4	0	0	0	3	0	3	7	1
01:00 PM	0	0	0	0	0	0	0	1	0	0	1	
01:15 PM	0	0	0	0	0	0	0	3	0	0	3	
01:30 PM	0	0	1	0	0	0	0	0	0	1	0	
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	1	0	0	0	0	4	0	1	4	
Grand Total	0	1	12	7	0	4	0	9	0	16	17	3
Apprch %	0	100		100	0		0	100				
Total %	0	5.9		41.2	0		0	52.9		48.5	51.5	

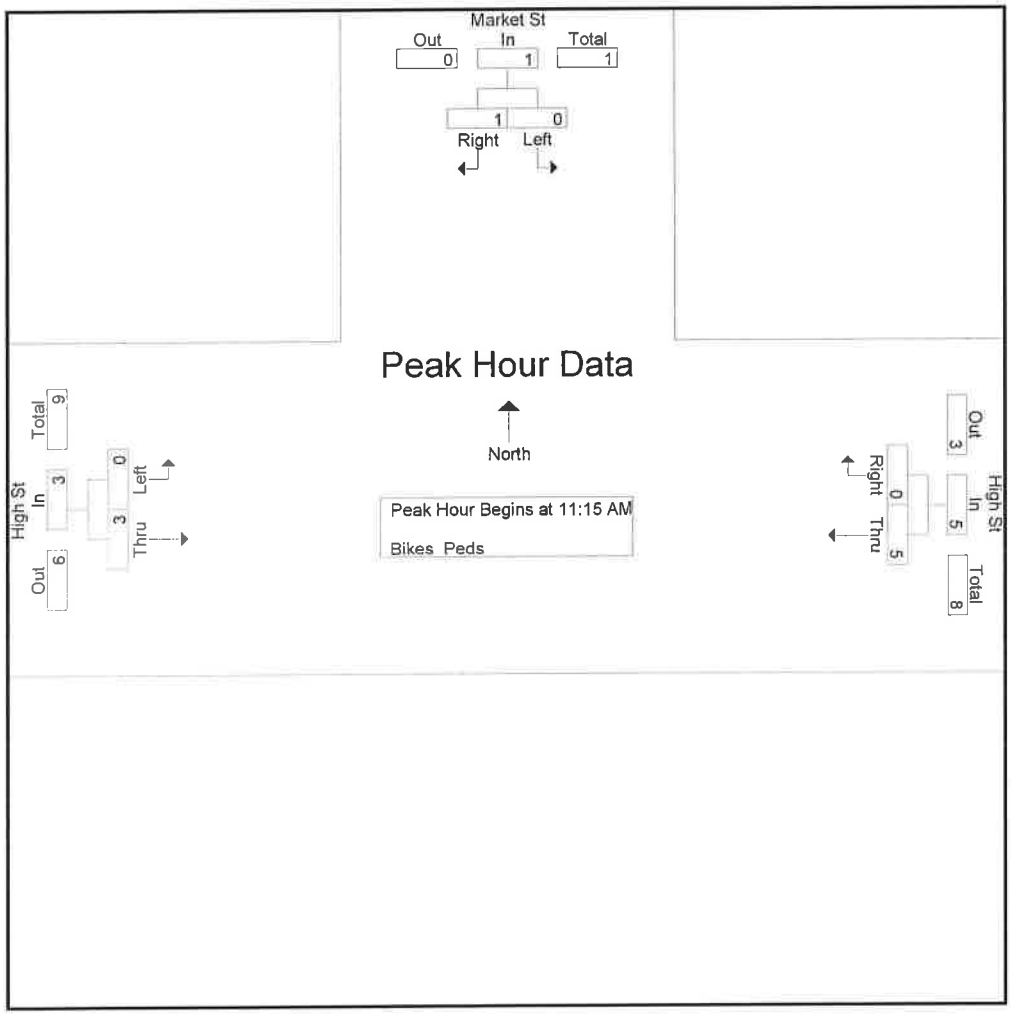
Accurate Counts

978-664-2565

S Street : Market Street
/V Street: High Street
:y/State : Newburyport, MA
:eather : Cloudy

File Name : 79920:
Site Code : 79920(
Start Date : 8/4/20
Page No : 11

	Market St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
:ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
:ak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	0	**1**	**1**	0	0	0	0	**1**	**1**	
11:30 AM	0	0	0	**3**	0	**3**	0	1	1	
11:45 AM	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	2	0	2	0	1	1	
Total Volume	0	1	1	5	0	5	0	3	3	
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.417	.000	.417	.000	.750	.750	.5(



Accurate Counts

978-664-2565

S Street : Green Street
/N Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Green St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	0	0	49	11	16	36	1
07:15 AM	0	0	69	12	22	40	1
07:30 AM	0	0	84	14	21	41	1
07:45 AM	0	0	89	18	30	71	2
Total	0	0	291	55	89	188	6
08:00 AM	0	0	98	25	44	66	2
08:15 AM	0	0	103	27	51	76	2
08:30 AM	0	0	119	30	31	81	2
08:45 AM	0	0	144	26	37	104	3
Total	0	0	464	108	163	327	10
Grand Total	0	0	755	163	252	515	16
Apprch %	0	0	82.2	17.8	32.9	67.1	
Total %	0	0	44.8	9.7	15	30.6	
Cars	0	0	744	159	251	501	16
% Cars	0	0	98.5	97.5	99.6	97.3	98
Trucks	0	0	11	4	1	14	
% Trucks	0	0	1.5	2.5	0.4	2.7	1

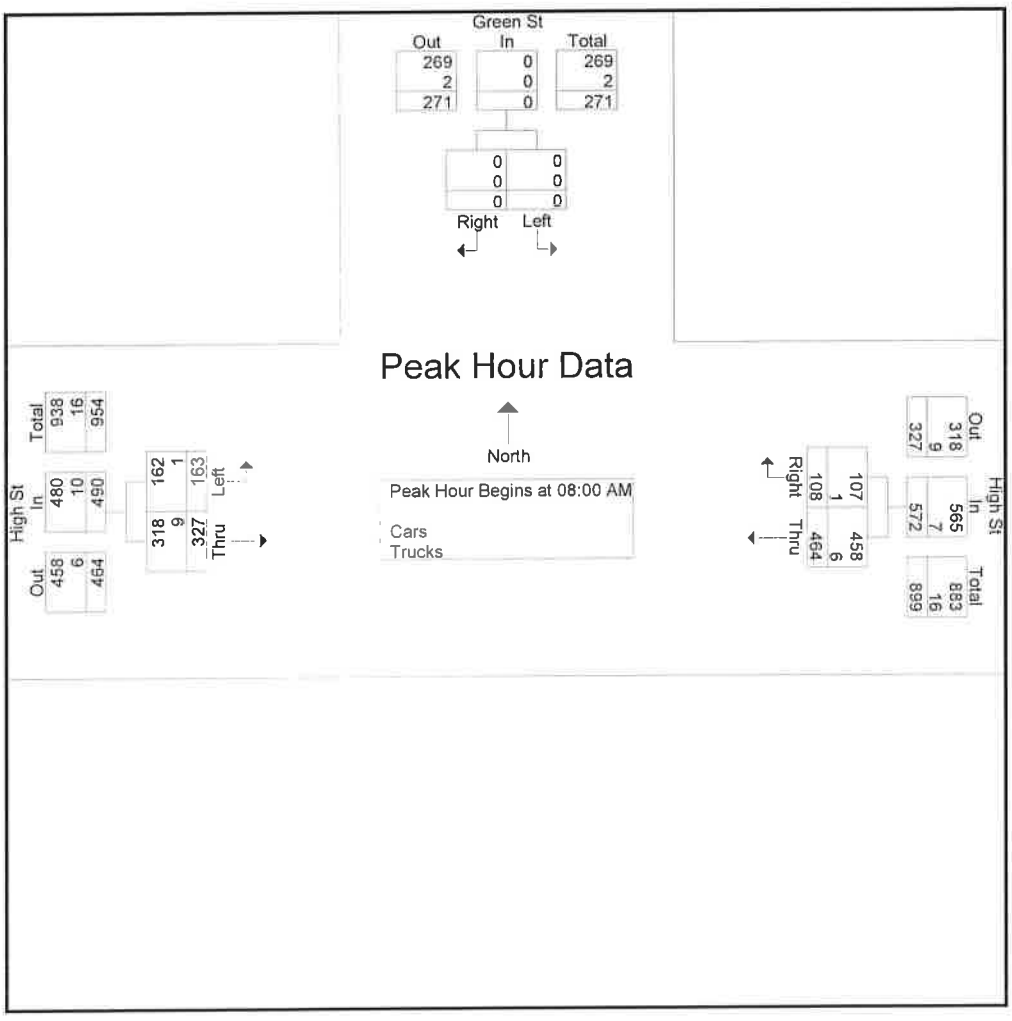
Accurate Counts

978-664-2565

S Street : Green Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Green St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
eak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
eak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	98	25	123	44	66	110	23
08:15 AM	0	0	0	103	27	130	**51**	76	127	25
08:30 AM	0	0	0	119	**30**	149	31	81	112	26
08:45 AM	0	0	0	**144**	26	**170**	37	**104**	**141**	**31**
Total Volume	0	0	0	464	108	572	163	327	490	106
% App. Total	0	0		81.1	18.9		33.3	66.7		
PHF	.000	.000	.000	.806	.900	.841	.799	.786	.869	.85
Cars	0	0	0	458	107	565	162	318	480	104
% Cars	0	0	0	98.7	99.1	98.8	99.4	97.2	98.0	98
Trucks	0	0	0	6	1	7	1	9	10	1
% Trucks	0	0	0	1.3	0.9	1.2	0.6	2.8	2.0	1



Accurate Counts

978-664-2565

S Street : Green Street
/V Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Green St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	0	0	48	11	16	36	1
07:15 AM	0	0	67	10	22	39	1
07:30 AM	0	0	84	13	21	39	1
07:45 AM	0	0	87	18	30	69	2
Total	0	0	286	52	89	183	6
08:00 AM	0	0	97	25	43	65	2
08:15 AM	0	0	102	27	51	72	2
08:30 AM	0	0	117	29	31	77	2
08:45 AM	0	0	142	26	37	104	3
Total	0	0	458	107	162	318	10
Grand Total	0	0	744	159	251	501	16
Apprch %	0	0	82.4	17.6	33.4	66.6	
Total %	0	0	45	9.6	15.2	30.3	

Accurate Counts

978-664-2565

S Street : Green Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Green St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	0	0	1	0	0	0	
07:15 AM	0	0	2	2	0	1	
07:30 AM	0	0	0	1	0	2	
07:45 AM	0	0	2	0	0	2	
Total	0	0	5	3	0	5	
08:00 AM	0	0	1	0	1	1	
08:15 AM	0	0	1	0	0	4	
08:30 AM	0	0	2	1	0	4	
08:45 AM	0	0	2	0	0	0	
Total	0	0	6	1	1	9	
Grand Total	0	0	11	4	1	14	
Apprch %	0	0	73.3	26.7	6.7	93.3	
Total %	0	0	36.7	13.3	3.3	46.7	

Accurate Counts

978-664-2565

S Street : Green Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Green St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	0	0	1	2	0	0	0	0	0	1	2	
07:15 AM	0	0	0	0	0	1	0	1	0	1	1	
07:30 AM	0	0	0	2	0	2	1	1	0	2	4	
07:45 AM	0	0	2	2	0	0	0	0	0	2	2	
Total	0	0	3	6	0	3	1	2	0	6	9	1
08:00 AM	0	0	1	0	0	1	1	0	0	2	1	
08:15 AM	0	0	3	1	0	3	1	0	0	6	2	
08:30 AM	0	0	2	0	0	1	0	3	0	3	3	
08:45 AM	0	0	0	1	0	0	1	0	0	0	2	
Total	0	0	6	2	0	5	3	3	0	11	8	1
Grand Total	0	0	9	8	0	8	4	5	0	17	17	3
Apprch %	0	0		100	0		44.4	55.6				
Total %	0	0		47.1	0		23.5	29.4		50	50	

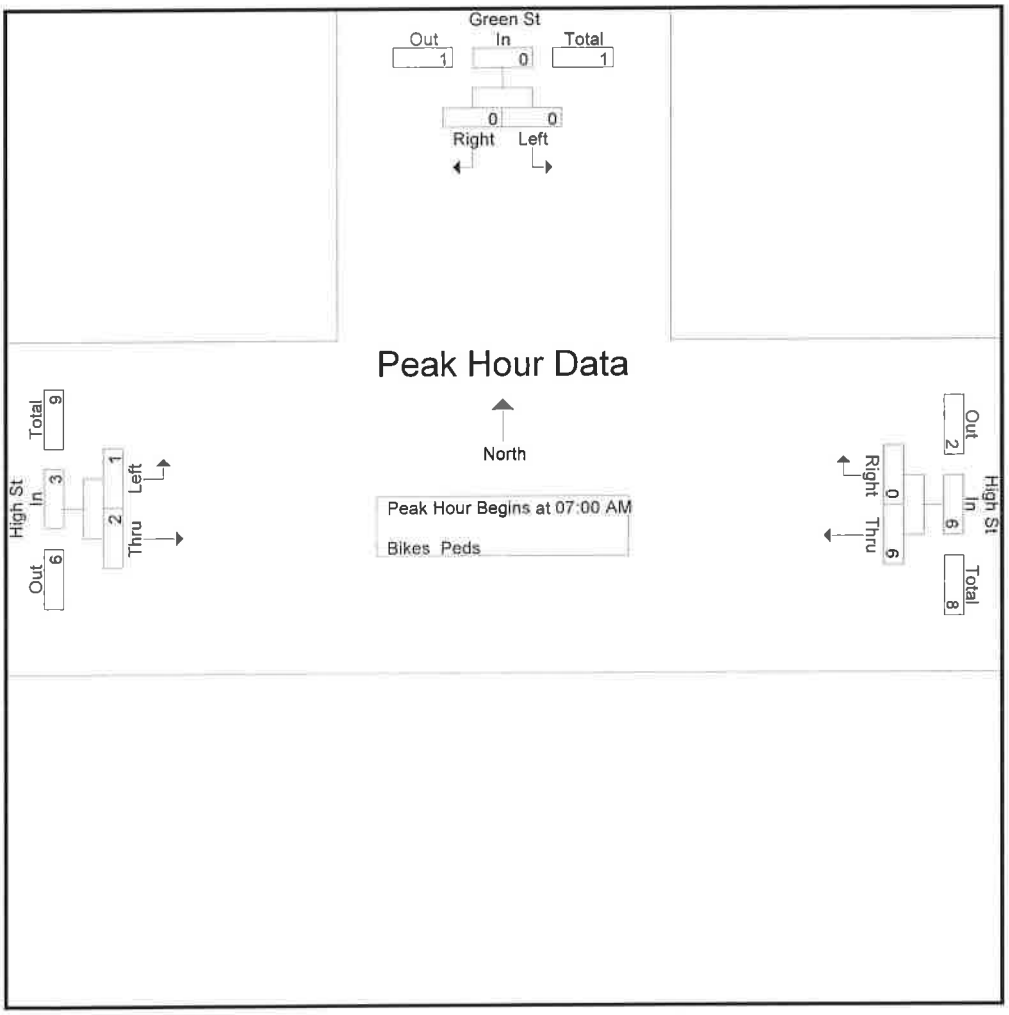
Accurate Counts

978-664-2565

S Street : Green Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Green St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	**2**	0	**2**	0	0	0	
07:15 AM	0	0	0	0	0	0	0	**1**	1	
07:30 AM	0	0	0	2	0	2	**1**	1	**2**	
07:45 AM	0	0	0	2	0	2	0	0	0	
Total Volume	0	0	0	6	0	6	1	2	3	
% App. Total	0	0		100	0		33.3	66.7		
PHF	.000	.000	.000	.750	.000	.750	.250	.500	.375	.56



Accurate Counts

978-664-2565

S Street : Green Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Green St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	0	0	151	15	47	89	30
04:15 PM	0	0	156	26	35	129	34
04:30 PM	0	0	158	22	36	121	33
04:45 PM	0	0	157	20	39	120	33
Total	0	0	622	83	157	459	13:
05:00 PM	0	0	140	23	56	111	33
05:15 PM	0	0	133	30	51	121	33
05:30 PM	0	0	122	33	56	119	33
05:45 PM	0	0	129	29	72	124	35
Total	0	0	524	115	235	475	13-
Grand Total	0	0	1146	198	392	934	26:
Apprch %	0	0	85.3	14.7	29.6	70.4	
Total %	0	0	42.9	7.4	14.7	35	
Cars	0	0	1145	197	391	928	26(
% Cars	0	0	99.9	99.5	99.7	99.4	99
Trucks	0	0	1	1	1	6	
% Trucks	0	0	0.1	0.5	0.3	0.6	0

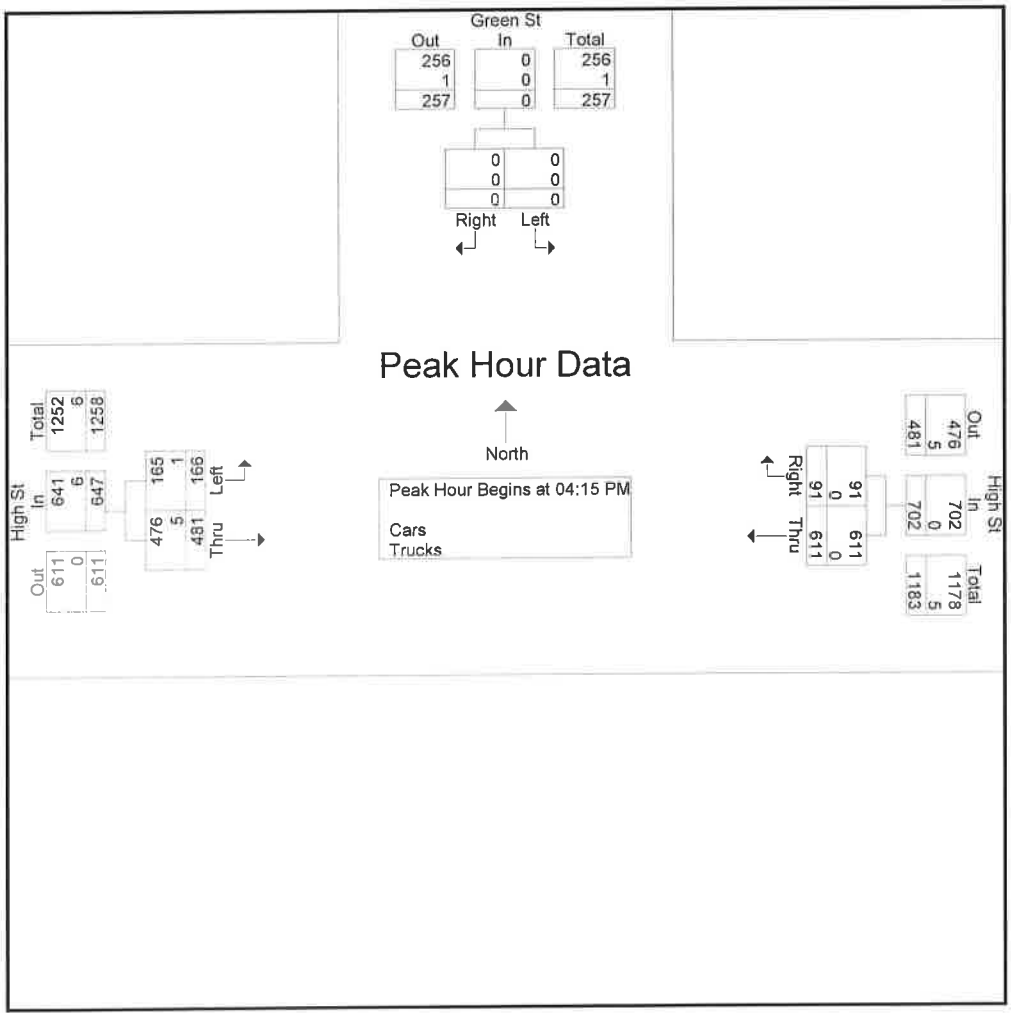
Accurate Counts

978-664-2565

S Street : Green Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Green St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	156	**26**	**182**	35	**129**	164	34
04:30 PM	0	0	0	**158**	22	180	36	121	157	33
04:45 PM	0	0	0	157	20	177	39	120	159	33
05:00 PM	0	0	0	140	23	163	**56**	111	**167**	33
Total Volume	0	0	0	611	91	702	166	481	647	134
% App. Total	0	0		87	13		25.7	74.3		
PHF	.000	.000	.000	.967	.875	.964	.741	.932	.969	.97
Cars	0	0	0	611	91	702	165	476	641	134
% Cars	0	0	0	100	100	100	99.4	99.0	99.1	99
Trucks	0	0	0	0	0	0	1	5	6	
% Trucks	0	0	0	0	0	0	0.6	1.0	0.9	0



Accurate Counts

978-664-2565

S Street : Green Street
/V Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Green St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	0	0	151	15	47	88	3(
04:15 PM	0	0	156	26	35	127	3-
04:30 PM	0	0	158	22	35	119	3:
04:45 PM	0	0	157	20	39	120	3:
Total	0	0	622	83	156	454	13
05:00 PM	0	0	140	23	56	110	3:
05:15 PM	0	0	132	29	51	121	3:
05:30 PM	0	0	122	33	56	119	3:
05:45 PM	0	0	129	29	72	124	3:
Total	0	0	523	114	235	474	13-
Grand Total	0	0	1145	197	391	928	26(
Apprch %	0	0	85.3	14.7	29.6	70.4	
Total %	0	0	43	7.4	14.7	34.9	

Accurate Counts

978-664-2565

S Street : Green Street
W Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Green St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	0	0	0	0	0	1	
04:15 PM	0	0	0	0	0	2	
04:30 PM	0	0	0	0	1	2	
04:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	1	5	
05:00 PM	0	0	0	0	0	1	
05:15 PM	0	0	1	1	0	0	
05:30 PM	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	
Total	0	0	1	1	0	1	
Grand Total	0	0	1	1	1	6	
Apprch %	0	0	50	50	14.3	85.7	
Total %	0	0	11.1	11.1	11.1	66.7	

Accurate Counts

978-664-2565

S Street : Green Street
N Street: High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Green St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	0	1	3	0	0	1	2	0	1	6	
04:15 PM	0	0	0	1	1	0	0	2	0	0	4	
04:30 PM	0	0	1	0	0	3	0	2	0	4	2	
04:45 PM	0	0	0	1	0	2	0	1	0	2	2	
Total	0	0	2	5	1	5	1	7	0	7	14	2
05:00 PM	0	0	1	1	0	1	0	1	0	2	2	
05:15 PM	0	0	0	0	0	4	0	3	0	4	3	
05:30 PM	0	0	1	0	0	3	1	2	3	7	3	1
05:45 PM	0	0	1	0	0	12	2	4	0	13	6	1
Total	0	0	3	1	0	20	3	10	3	26	14	4
Grand Total	0	0	5	6	1	25	4	17	3	33	28	6
Apprch %	0	0		85.7	14.3		19	81				
Total %	0	0		21.4	3.6		14.3	60.7		54.1	45.9	

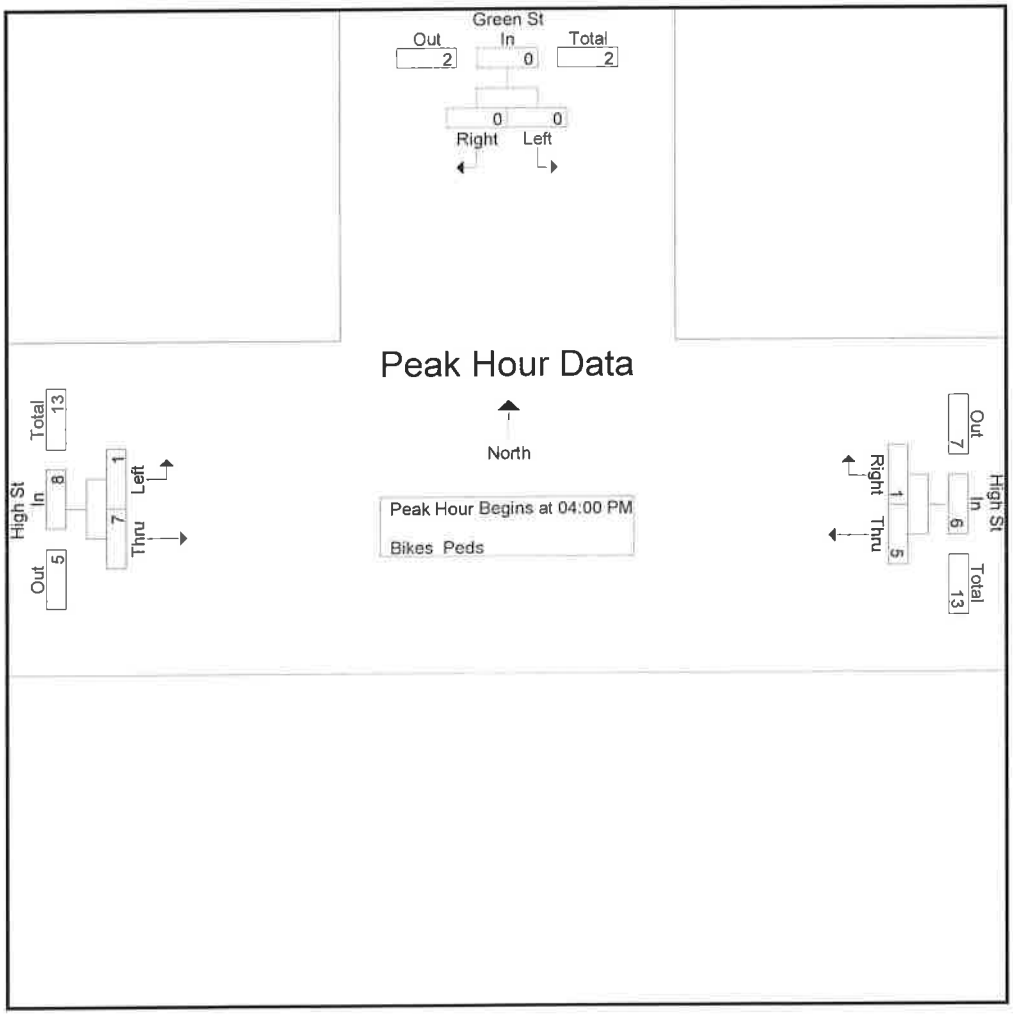
Accurate Counts

978-664-2565

S Street : Green Street
/V Street: High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Green St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**3**	0	**3**	**1**	**2**	**3**	
04:15 PM	0	0	0	1	**1**	2	0	2	2	
04:30 PM	0	0	0	0	0	0	0	2	2	
04:45 PM	0	0	0	1	0	1	0	1	1	
Total Volume	0	0	0	5	1	6	1	7	8	1
% App. Total	0	0		83.3	16.7		12.5	87.5		
PHF	.000	.000	.000	.417	.250	.500	.250	.875	.667	.5



Accurate Counts

978-664-2565

S Street : Green Street
/N Street: High Street
:y/State : Newburyport, MA
:eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 1

Groups Printed- Cars - Trucks

	Green St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	0	0	156	22	36	103	3
11:15 AM	0	0	168	25	32	98	3
11:30 AM	0	0	126	24	33	90	2
11:45 AM	0	0	153	27	43	110	3
Total	0	0	603	98	144	401	12
12:00 PM	0	0	138	23	25	96	2
12:15 PM	0	0	127	17	27	85	2
12:30 PM	0	0	128	19	28	82	2
12:45 PM	0	0	126	24	25	82	2
Total	0	0	519	83	105	345	10
01:00 PM	0	0	138	23	41	92	2
01:15 PM	0	0	132	13	23	83	2
01:30 PM	0	0	131	12	28	85	2
01:45 PM	0	0	116	31	31	74	2
Total	0	0	517	79	123	334	10
Grand Total	0	0	1639	260	372	1080	33
Apprch %	0	0	86.3	13.7	25.6	74.4	
Total %	0	0	48.9	7.8	11.1	32.2	
Cars	0	0	1633	260	371	1075	33
% Cars	0	0	99.6	100	99.7	99.5	99
Trucks	0	0	6	0	1	5	
% Trucks	0	0	0.4	0	0.3	0.5	0

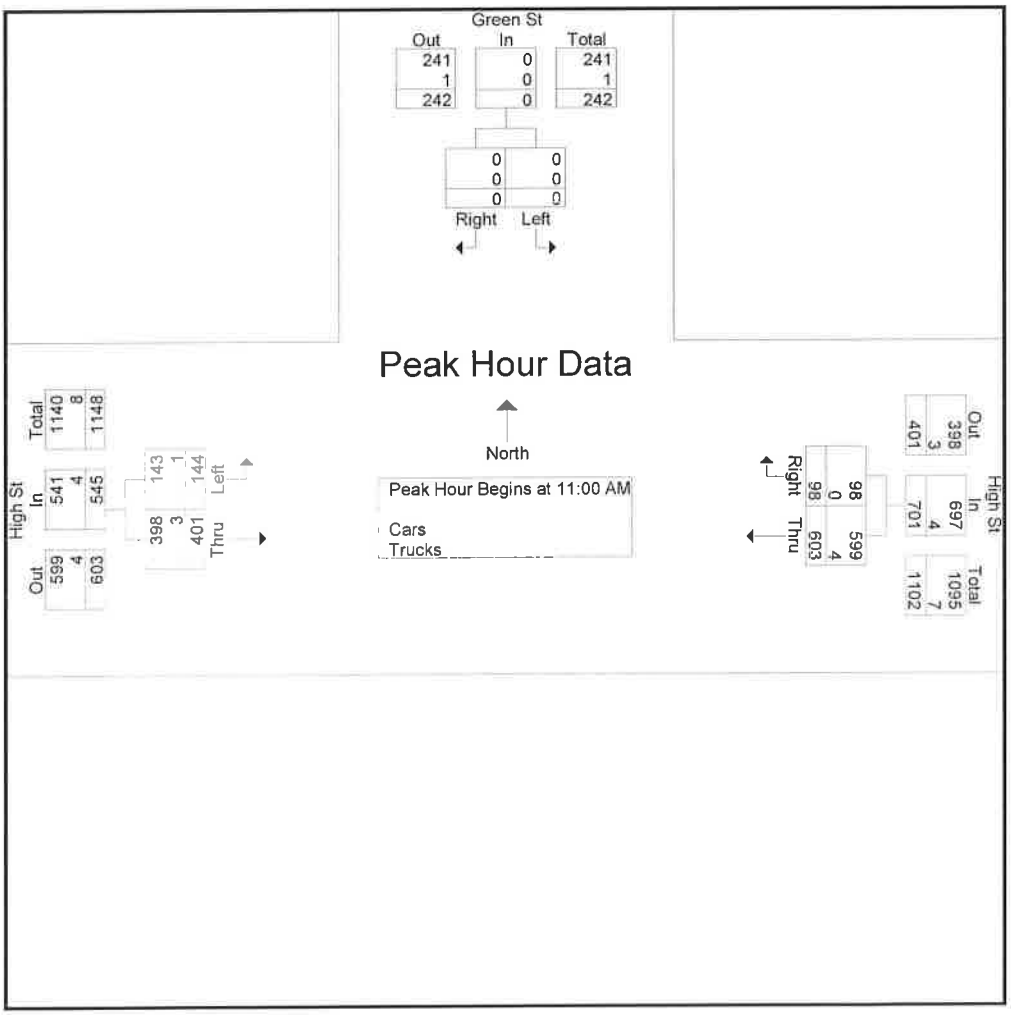
Accurate Counts

978-664-2565

S Street : Green Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 2

	Green St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	0	0	0	156	22	178	36	103	139	31
11:15 AM	0	0	0	**168**	25	**193**	32	98	130	32
11:30 AM	0	0	0	126	24	150	33	90	123	27
11:45 AM	0	0	0	153	**27**	180	**43**	**110**	**153**	33
Total Volume	0	0	0	603	98	701	144	401	545	124
% App. Total	0	0		86	14		26.4	73.6		
PHF	.000	.000	.000	.897	.907	.908	.837	.911	.891	.93
Cars	0	0	0	599	98	697	143	398	541	123
% Cars	0	0	0	99.3	100	99.4	99.3	99.3	99.3	99
Trucks	0	0	0	4	0	4	1	3	4	
% Trucks	0	0	0	0.7	0	0.6	0.7	0.7	0.7	0



Accurate Counts

978-664-2565

S Street : Green Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 4

Groups Printed- Cars

	Green St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	0	0	155	22	36	102	3
11:15 AM	0	0	167	25	32	97	3
11:30 AM	0	0	126	24	33	89	2
11:45 AM	0	0	151	27	42	110	3
Total	0	0	599	98	143	398	12
12:00 PM	0	0	137	23	25	96	2
12:15 PM	0	0	126	17	27	84	2
12:30 PM	0	0	128	19	28	82	2
12:45 PM	0	0	126	24	25	82	2
Total	0	0	517	83	105	344	10
01:00 PM	0	0	138	23	41	92	2
01:15 PM	0	0	132	13	23	83	2
01:30 PM	0	0	131	12	28	84	2
01:45 PM	0	0	116	31	31	74	2
Total	0	0	517	79	123	333	10
Grand Total	0	0	1633	260	371	1075	33
Apprch %	0	0	86.3	13.7	25.7	74.3	
Total %	0	0	48.9	7.8	11.1	32.2	

Accurate Counts

978-664-2565

S Street : Green Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 7

Groups Printed- Trucks

	Green St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	0	0	1	0	0	1	
11:15 AM	0	0	1	0	0	1	
11:30 AM	0	0	0	0	0	1	
11:45 AM	0	0	2	0	1	0	
Total	0	0	4	0	1	3	
12:00 PM	0	0	1	0	0	0	
12:15 PM	0	0	1	0	0	1	
12:30 PM	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	
Total	0	0	2	0	0	1	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	0	0	0	0	0	
01:30 PM	0	0	0	0	0	1	
01:45 PM	0	0	0	0	0	0	
Total	0	0	0	0	0	1	
Grand Total	0	0	6	0	1	5	
Apprch %	0	0	100	0	16.7	83.3	
Total %	0	0	50	0	8.3	41.7	

Accurate Counts

978-664-2565

S Street : Green Street
N Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 10

Groups Printed- Bikes Peds

	Green St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	0	0	3	0	0	0	0	0	0	3	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	2	0	0	0	2	0	
11:45 AM	0	0	1	0	0	0	0	0	0	1	0	
Total	0	0	4	0	0	2	0	0	0	6	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	
01:00 PM	0	0	0	0	0	3	0	0	0	3	0	
01:15 PM	0	0	0	0	0	1	0	0	0	1	0	
01:30 PM	0	0	1	0	0	0	0	0	0	1	0	
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	1	0	0	4	0	0	0	5	0	
Grand Total	0	0	5	0	0	6	0	0	0	11	0	1
Apprch %	0	0		0	0		0	0				
Total %										100	0	

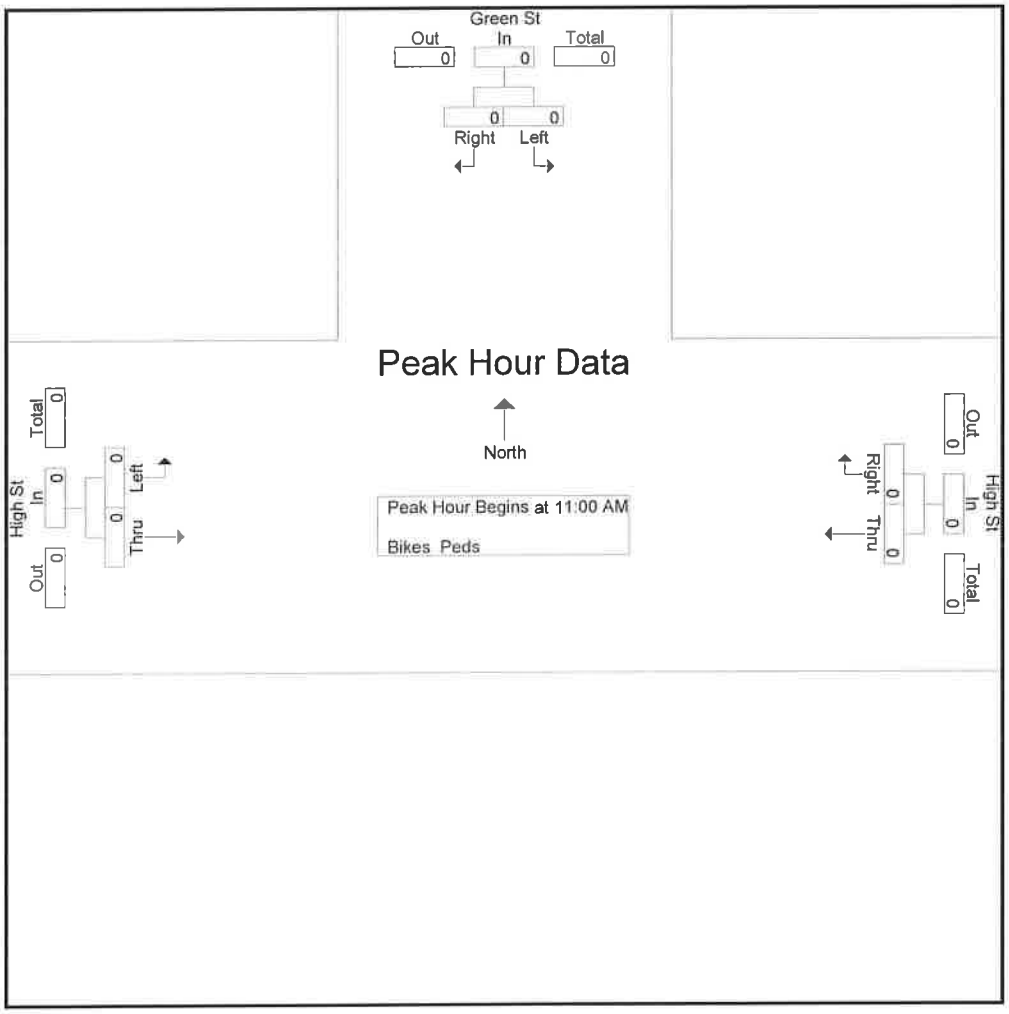
Accurate Counts

978-664-2565

S Street : Green Street
W Street: High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 11

	Green St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.00



Accurate Counts
978-664-2565

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	State St From North			High St From East			State St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	8	14	20	8	40	0	11	0	7	0	38	2	148
07:15 AM	8	30	27	17	51	0	11	0	12	0	44	2	202
07:30 AM	6	27	31	9	58	0	20	0	16	0	45	4	216
07:45 AM	6	31	38	18	47	0	20	0	17	0	60	8	245
Total	28	102	116	52	196	0	62	0	52	0	187	16	811
08:00 AM	6	21	44	9	72	0	20	0	19	0	69	3	263
08:15 AM	8	17	55	8	74	0	19	0	34	0	69	9	293
08:30 AM	7	23	47	9	92	0	23	0	22	0	82	7	312
08:45 AM	3	19	38	11	119	0	29	0	36	0	87	12	354
Total	24	80	184	37	357	0	91	0	111	0	307	31	1222
Grand Total	52	182	300	89	553	0	153	0	163	0	494	47	2033
Apprch %	9.7	34.1	56.2	13.9	86.1	0	48.4	0	51.6	0	91.3	8.7	
Total %	2.6	9	14.8	4.4	27.2	0	7.5	0	8	0	24.3	2.3	
Cars	52	182	296	86	545	0	148	0	162	0	481	44	1996
% Cars	100	100	98.7	96.6	98.6	0	96.7	0	99.4	0	97.4	93.6	98.2
Trucks	0	0	4	3	8	0	5	0	1	0	13	3	37
% Trucks	0	0	1.3	3.4	1.4	0	3.3	0	0.6	0	2.6	6.4	1.8

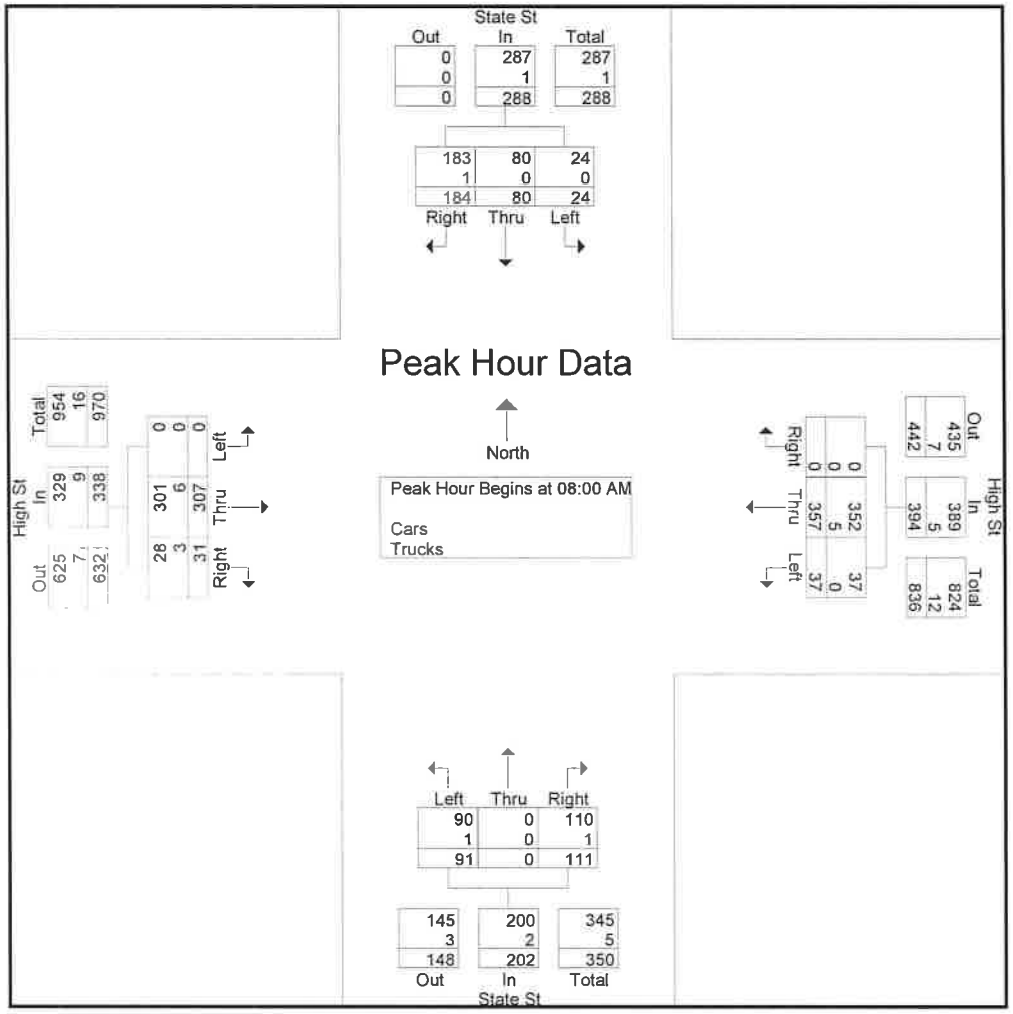
N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	State St From North				High St From East				State St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	21	44	71	9	72	0	81	20	0	19	39	0	69	3	72	263
08:15 AM	**8**	17	**55**	**80**	8	74	0	82	19	0	34	53	0	69	9	78	293
08:30 AM	7	**23**	47	77	9	92	0	101	23	0	22	45	0	82	7	89	312
08:45 AM	3	19	38	60	**11**	**119**	0	**130**	**29**	0	**36**	**65**	0	**87**	**12**	**99**	**354**
Total Volume	24	80	184	288	37	357	0	394	91	0	111	202	0	307	31	338	1222
% App. Total	8.3	27.8	63.9		9.4	90.6	0		45	0	55		0	90.8	9.2		
PHF	.750	.870	.836	.900	.841	.750	.000	.758	.784	.000	.771	.777	.000	.882	.646	.854	.863
Cars	24	80	183	287	37	352	0	389	90	0	110	200	0	301	28	329	1205
% Cars	100	100	99.5	99.7	100	98.6	0	98.7	98.9	0	99.1	99.0	0	98.0	90.3	97.3	98.6
Trucks	0	0	1	1	0	5	0	5	1	0	1	2	0	6	3	9	17
% Trucks	0	0	0.5	0.3	0	1.4	0	1.3	1.1	0	0.9	1.0	0	2.0	9.7	2.7	1.4

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	6	**31**	38	75	9	72	0	81	20	0	19	39	0	69	3	72
+15 mins.	6	21	44	71	8	74	0	82	19	0	34	53	0	69	9	78
+30 mins.	**8**	17	**55**	**80**	9	92	0	101	23	0	22	45	0	82	7	89
+45 mins.	7	23	47	77	**11**	**119**	0	**130**	**29**	0	**36**	**65**	0	**87**	**12**	**99**
Total Volume	27	92	184	303	37	357	0	394	91	0	111	202	0	307	31	338
% App. Total	8.9	30.4	60.7		9.4	90.6	0		45	0	55		0	90.8	9.2	

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	State St From North			High St From East			State St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	8	14	20	8	39	0	11	0	7	0	38	2	147
07:15 AM	8	30	26	16	50	0	10	0	12	0	43	2	197
07:30 AM	6	27	31	9	58	0	17	0	16	0	42	4	210
07:45 AM	6	31	36	16	46	0	20	0	17	0	57	8	237
Total	28	102	113	49	193	0	58	0	52	0	180	16	791
08:00 AM	6	21	44	9	71	0	20	0	19	0	68	3	261
08:15 AM	8	17	55	8	74	0	19	0	34	0	67	9	291
08:30 AM	7	23	47	9	90	0	22	0	21	0	79	4	302
08:45 AM	3	19	37	11	117	0	29	0	36	0	87	12	351
Total	24	80	183	37	352	0	90	0	110	0	301	28	1205
Grand Total	52	182	296	86	545	0	148	0	162	0	481	44	1996
Apprch %	9.8	34.3	55.8	13.6	86.4	0	47.7	0	52.3	0	91.6	8.4	
Total %	2.6	9.1	14.8	4.3	27.3	0	7.4	0	8.1	0	24.1	2.2	

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	State St From North			High St From East			State St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	1	1	1	0	1	0	0	0	1	0	5
07:30 AM	0	0	0	0	0	0	3	0	0	0	3	0	6
07:45 AM	0	0	2	2	1	0	0	0	0	0	3	0	8
Total	0	0	3	3	3	0	4	0	0	0	7	0	20
08:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	0	0	0	2	0	1	0	1	0	3	3	10
08:45 AM	0	0	1	0	2	0	0	0	0	0	0	0	3
Total	0	0	1	0	5	0	1	0	1	0	6	3	17
Grand Total	0	0	4	3	8	0	5	0	1	0	13	3	37
Apprch %	0	0	100	27.3	72.7	0	83.3	0	16.7	0	81.2	18.8	
Total %	0	0	10.8	8.1	21.6	0	13.5	0	2.7	0	35.1	8.1	

I/S Street : State Street
:/W Street: High Street
:ity/State : Newburyport, MA
Veather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

Start Time	State St From North				High St From East				State St From South				High St From West						
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	1	0	1	0	4	0	0	0	4	0	0	0	4	13	2	15
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	2	6	1	7
07:30 AM	0	0	0	4	0	1	0	0	0	0	0	0	0	1	0	0	4	2	6
07:45 AM	0	0	1	0	0	2	0	1	0	0	0	1	0	0	0	1	3	3	6
Total	0	0	2	5	0	4	0	7	0	0	0	7	0	2	0	7	26	8	34
08:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	1	0	1	0	1	0	0	0	1	0	1	0	1	4	2	6
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	4	4
08:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	4	0	1	0	1	1	0	0	1	1	3	0	1	7	6	13
Grand Total	0	0	2	9	0	5	0	8	1	0	0	8	1	5	0	8	33	14	47
Apprch %	0	0	100		0	100	0		100	0	0		16.7	83.3	0				
Total %	0	0	14.3		0	35.7	0		7.1	0	0		7.1	35.7	0		70.2	29.8	

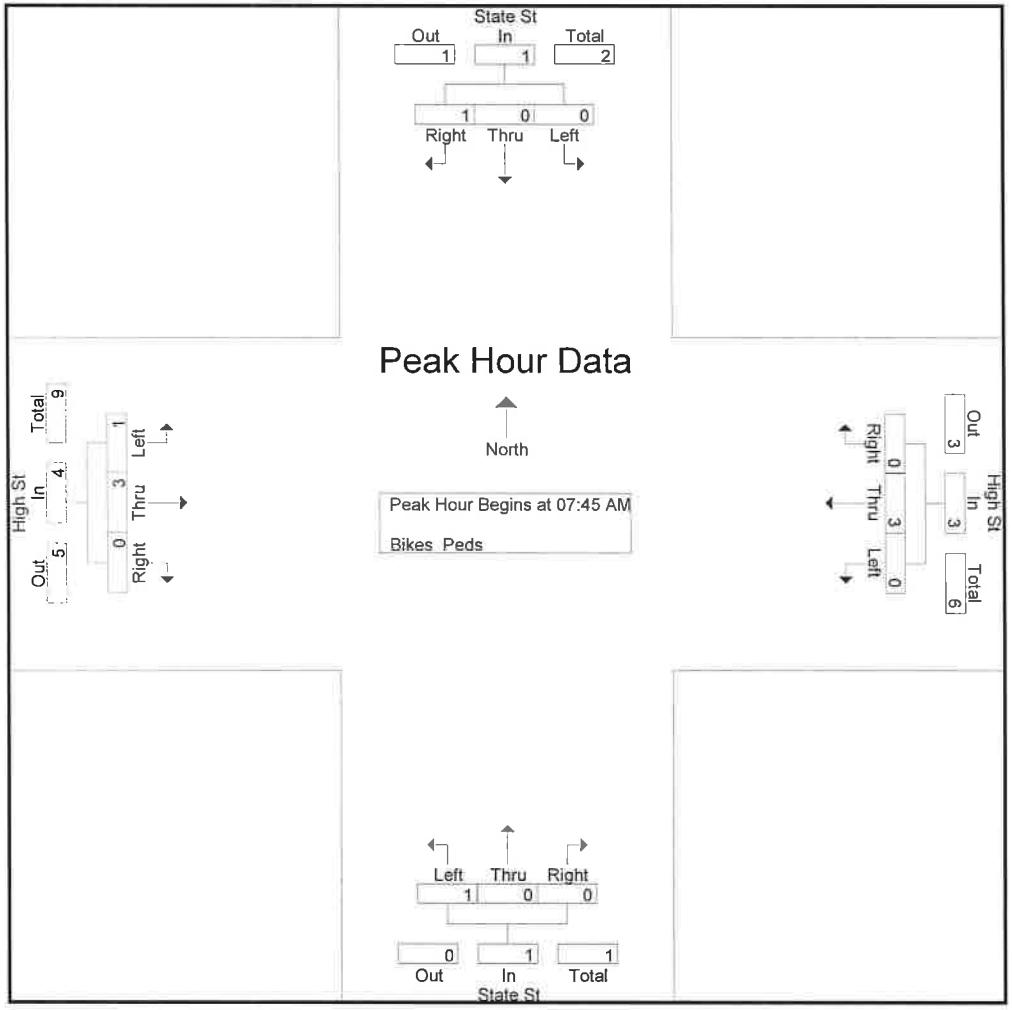
N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	State St From North				High St From East				State St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**1**	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**	**2**	0	**3**	**4**
Total Volume	0	0	1	1	0	3	0	3	1	0	0	1	1	3	0	4	9
% App. Total	0	0	100		0	100	0		100	0	0		25	75	0		
PHF	.000	.000	.250	.250	.000	.375	.000	.375	.250	.000	.000	.250	.250	.375	.000	.333	.563

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	2	0	2	1	0	0	1	1	2	0	3
Total Volume	0	0	2	2	0	4	0	4	1	0	0	1	1	3	0	4
% App. Total	0	0	100		0	100	0		100	0	0		25	75	0	

Accurate Counts
978-664-2565

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 1

Groups Printed- Cars - Trucks

	State St From North			High St From East			State St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	16	25	52	5	91	0	24	0	33	0	93	8	347
04:15 PM	9	31	58	7	95	0	33	0	41	0	116	9	399
04:30 PM	12	25	51	11	107	0	30	0	34	0	120	6	396
04:45 PM	11	19	57	12	94	0	24	0	39	0	124	6	386
Total	48	100	218	35	387	0	111	0	147	0	453	29	1528
05:00 PM	12	35	61	3	79	0	24	0	50	0	119	2	385
05:15 PM	12	22	55	7	75	0	40	0	65	0	131	4	411
05:30 PM	16	20	51	8	71	0	47	0	54	0	110	12	389
05:45 PM	16	22	49	7	77	0	34	0	37	0	122	14	378
Total	56	99	216	25	302	0	145	0	206	0	482	32	1563
Grand Total	104	199	434	60	689	0	256	0	353	0	935	61	3091
Apprch %	14.1	27	58.9	8	92	0	42	0	58	0	93.9	6.1	
Total %	3.4	6.4	14	1.9	22.3	0	8.3	0	11.4	0	30.2	2	
Cars	104	198	429	58	685	0	256	0	350	0	926	60	3066
% Cars	100	99.5	98.8	96.7	99.4	0	100	0	99.2	0	99	98.4	99.2
Trucks	0	1	5	2	4	0	0	0	3	0	9	1	25
% Trucks	0	0.5	1.2	3.3	0.6	0	0	0	0.8	0	1	1.6	0.8

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

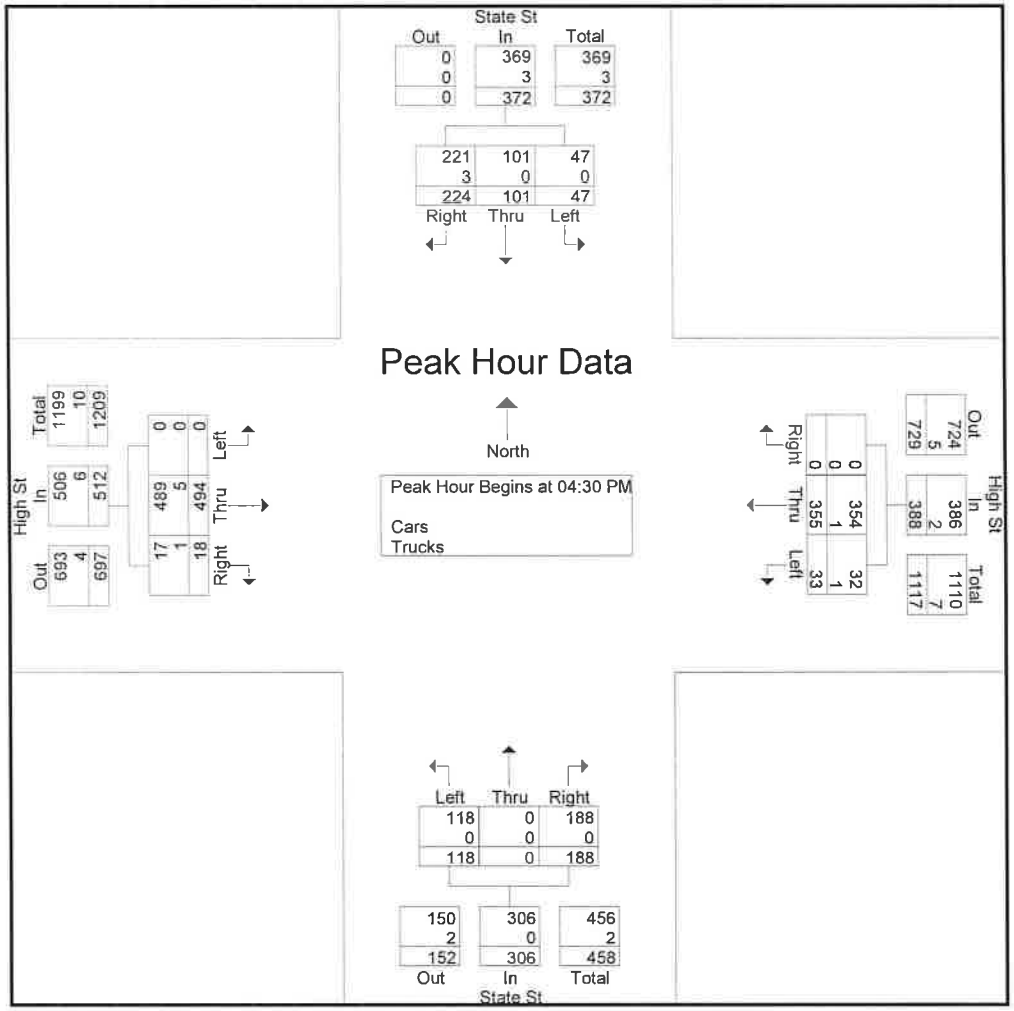
File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 2

	State St From North				High St From East				State St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**12**	25	51	88	11	**107**	0	**118**	30	0	34	64	0	120	**6**	126	396
04:45 PM	11	19	57	87	**12**	94	0	106	24	0	39	63	0	124	6	130	386
05:00 PM	12	**35**	**61**	**108**	3	79	0	82	24	0	50	74	0	119	2	121	385
05:15 PM	12	22	55	89	7	75	0	82	**40**	0	**65**	**105**	0	**131**	4	**135**	**411**
Total Volume	47	101	224	372	33	355	0	388	118	0	188	306	0	494	18	512	1578
% App. Total	12.6	27.2	60.2		8.5	91.5	0		38.6	0	61.4		0	96.5	3.5		
PHF	.979	.721	.918	.861	.688	.829	.000	.822	.738	.000	.723	.729	.000	.943	.750	.948	.960
Cars	47	101	221	369	32	354	0	386	118	0	188	306	0	489	17	506	1567
% Cars	100	100	98.7	99.2	97.0	99.7	0	99.5	100	0	100	100	0	99.0	94.4	98.8	99.3
Trucks	0	0	3	3	1	1	0	2	0	0	0	0	0	5	1	6	11
% Trucks	0	0	1.3	0.8	3.0	0.3	0	0.5	0	0	0	0	0	1.0	5.6	1.2	0.7

978-664-2565

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	9	31	58	98	5	91	0	96	24	0	50	74	0	119	2	121
+15 mins.	**12**	25	51	88	7	95	0	102	40	0	**65**	**105**	0	**131**	4	135
+30 mins.	11	19	57	87	11	**107**	0	**118**	**47**	0	54	101	0	110	12	122
+45 mins.	12	**35**	**61**	**108**	**12**	94	0	106	34	0	37	71	0	122	**14**	**136**
Total Volume	44	110	227	381	35	387	0	422	145	0	206	351	0	482	32	514
% App. Total	11.5	28.9	59.6		8.3	91.7	0		41.3	0	58.7		0	93.8	6.2	

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 5

Groups Printed- Cars

	State St From North			High St From East			State St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	16	25	51	5	89	0	24	0	32	0	92	8	342
04:15 PM	9	31	58	6	95	0	33	0	40	0	114	9	395
04:30 PM	12	25	50	10	107	0	30	0	34	0	116	6	390
04:45 PM	11	19	57	12	94	0	24	0	39	0	124	5	385
Total	48	100	216	33	385	0	111	0	145	0	446	28	1512
05:00 PM	12	35	61	3	79	0	24	0	50	0	119	2	385
05:15 PM	12	22	53	7	74	0	40	0	65	0	130	4	407
05:30 PM	16	20	50	8	70	0	47	0	54	0	109	12	386
05:45 PM	16	21	49	7	77	0	34	0	36	0	122	14	376
Total	56	98	213	25	300	0	145	0	205	0	480	32	1554
Grand Total	104	198	429	58	685	0	256	0	350	0	926	60	3066
Apprch %	14.2	27.1	58.7	7.8	92.2	0	42.2	0	57.8	0	93.9	6.1	
Total %	3.4	6.5	14	1.9	22.3	0	8.3	0	11.4	0	30.2	2	

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 9

Groups Printed- Trucks

	State St From North			High St From East			State St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	1	0	2	0	0	0	1	0	1	0	5
04:15 PM	0	0	0	1	0	0	0	0	1	0	2	0	4
04:30 PM	0	0	1	1	0	0	0	0	0	0	4	0	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	2	2	2	0	0	0	2	0	7	1	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	1	0	0	0	0	0	1	0	4
05:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
05:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	1	3	0	2	0	0	0	1	0	2	0	9
Grand Total	0	1	5	2	4	0	0	0	3	0	9	1	25
Apprch %	0	16.7	83.3	33.3	66.7	0	0	0	100	0	90	10	
Total %	0	4	20	8	16	0	0	0	12	0	36	4	

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 13

Groups Printed- Bikes Peds

	State St From North				High St From East				State St From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	0	2	0	3	0	0	0	3	0	1	0	3	9	4	13
04:15 PM	0	0	2	0	0	0	0	2	0	0	0	2	0	1	0	2	6	3	9
04:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	2	6	2	8
04:45 PM	0	0	0	0	0	0	0	4	1	0	0	4	0	1	0	4	12	2	14
Total	0	0	3	0	0	2	0	11	1	0	0	11	0	5	0	11	33	11	44
05:00 PM	1	0	0	1	0	0	0	2	0	1	0	2	0	0	0	2	7	2	9
05:15 PM	0	1	0	0	0	0	0	7	0	0	0	7	0	1	1	7	21	3	24
05:30 PM	0	1	0	4	0	0	0	4	0	1	0	4	0	1	0	4	16	3	19
05:45 PM	0	0	0	7	0	0	0	21	0	0	0	21	0	4	0	21	70	4	74
Total	1	2	0	12	0	0	0	34	0	2	0	34	0	6	1	34	114	12	126
Grand Total	1	2	3	12	0	2	0	45	1	2	0	45	0	11	1	45	147	23	170
Apprch %	16.7	33.3	50		0	100	0		33.3	66.7	0		0	91.7	8.3				
Total %	4.3	8.7	13		0	8.7	0		4.3	8.7	0		0	47.8	4.3		86.5	13.5	

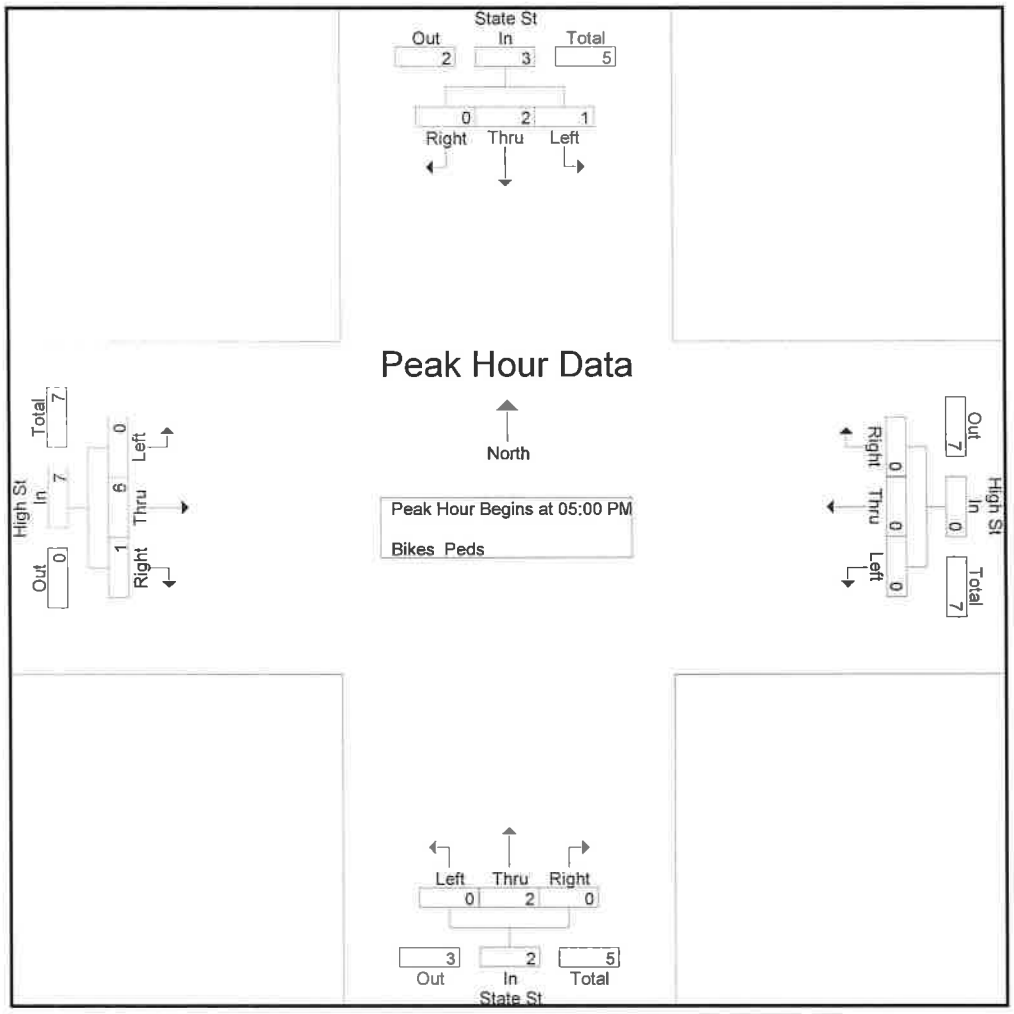
N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 14

	State St From North				High St From East				State St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
05:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	1	**1**	2	3
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**4**
Total Volume	1	2	0	3	0	0	0	0	0	2	0	2	0	6	1	7	12
% App. Total	33.3	66.7	0		0	0	0		0	100	0		0	85.7	14.3		
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.375	.250	.438	.750

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Clear

File Name : 7992000
Site Code : 7992000
Start Date : 8/2/2018
Page No : 15



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	0	0	1	1	0	**2**	0	**2**	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	**2**	**2**	0	0	0	0	0	**1**	0	1	0	1	**1**	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**4**	0	**4**
Total Volume	0	0	3	3	0	2	0	2	1	2	0	3	0	6	1	7
% App. Total	0	0	100		0	100	0		33.3	66.7	0		0	85.7	14.3	

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 1

Groups Printed- Cars - Trucks

	State St From North			High St From East			State St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	7	33	52	7	127	0	22	0	29	0	131	8	416
11:15 AM	15	21	69	12	100	0	34	0	35	0	108	10	404
11:30 AM	13	30	63	4	93	0	22	0	29	0	107	7	368
11:45 AM	13	22	67	4	103	0	20	0	25	0	127	10	391
Total	48	106	251	27	423	0	98	0	118	0	473	35	1579
12:00 PM	20	11	58	9	100	0	17	0	30	0	115	11	371
12:15 PM	13	11	62	15	93	0	15	0	26	0	93	3	331
12:30 PM	16	15	48	13	107	0	19	0	30	0	97	9	354
12:45 PM	7	15	51	8	93	0	23	0	30	0	108	10	345
Total	56	52	219	45	393	0	74	0	116	0	413	33	1401
01:00 PM	11	24	59	10	98	0	23	0	29	0	93	9	356
01:15 PM	16	19	56	10	82	0	16	0	18	0	88	11	316
01:30 PM	11	20	41	7	90	0	22	0	21	0	101	6	319
01:45 PM	12	15	56	8	88	0	16	0	26	0	86	8	315
Total	50	78	212	35	358	0	77	0	94	0	368	34	1306
Grand Total	154	236	682	107	1174	0	249	0	328	0	1254	102	4286
Apprch %	14.4	22	63.6	8.4	91.6	0	43.2	0	56.8	0	92.5	7.5	
Total %	3.6	5.5	15.9	2.5	27.4	0	5.8	0	7.7	0	29.3	2.4	
Cars	154	236	675	106	1172	0	247	0	326	0	1244	102	4262
% Cars	100	100	99	99.1	99.8	0	99.2	0	99.4	0	99.2	100	99.4
Trucks	0	0	7	1	2	0	2	0	2	0	10	0	24
% Trucks	0	0	1	0.9	0.2	0	0.8	0	0.6	0	0.8	0	0.6

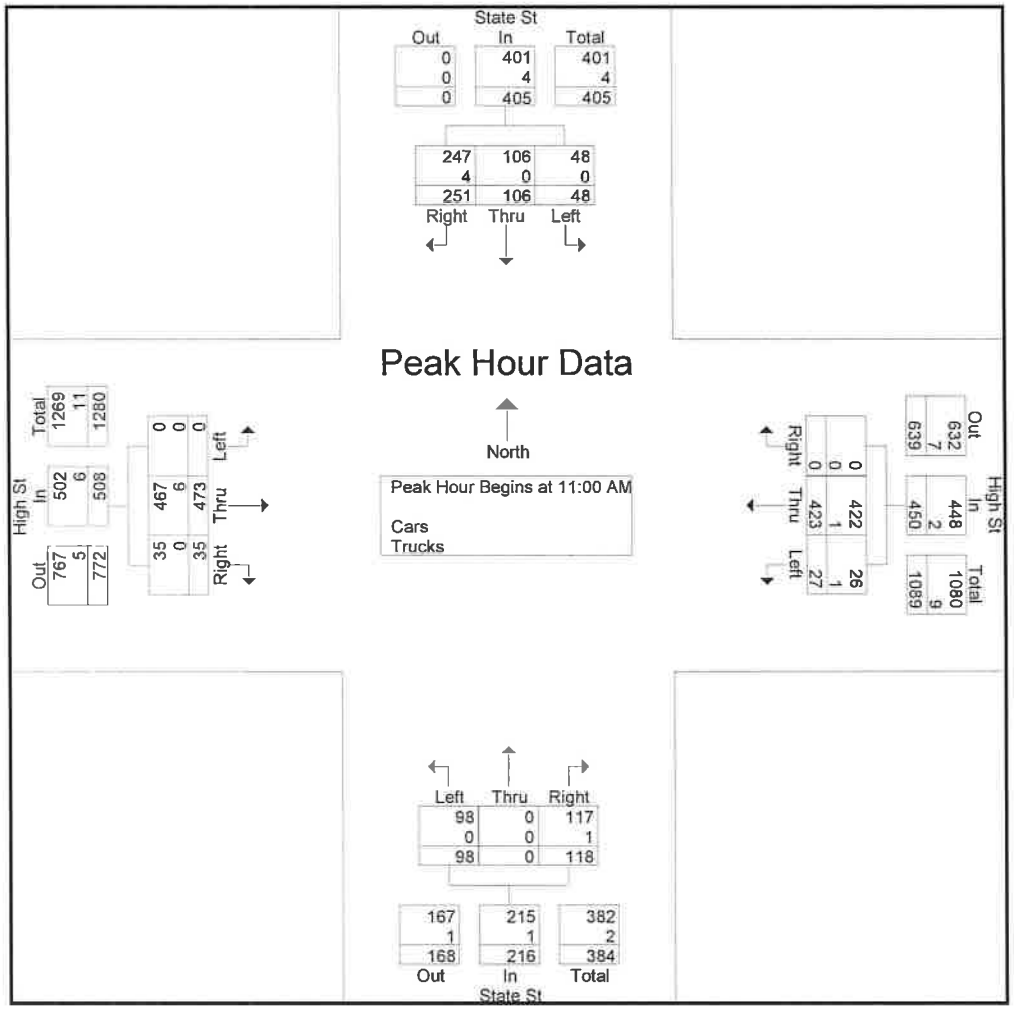
N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 2

	State St From North				High St From East				State St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	7	**33**	52	92	7	**127**	0	**134**	22	0	29	51	0	**131**	8	**139**	**416**
11:15 AM	**15**	21	**69**	105	**12**	100	0	112	**34**	0	**35**	**69**	0	108	**10**	118	404
11:30 AM	13	30	63	**106**	4	93	0	97	22	0	29	51	0	107	7	114	368
11:45 AM	13	22	67	102	4	103	0	107	20	0	25	45	0	127	10	137	391
Total Volume	48	106	251	405	27	423	0	450	98	0	118	216	0	473	35	508	1579
% App. Total	11.9	26.2	62		6	94	0		45.4	0	54.6		0	93.1	6.9		
PHF	.800	.803	.909	.955	.563	.833	.000	.840	.721	.000	.843	.783	.000	.903	.875	.914	.949
Cars	48	106	247	401	26	422	0	448	98	0	117	215	0	467	35	502	1566
% Cars	100	100	98.4	99.0	96.3	99.8	0	99.6	100	0	99.2	99.5	0	98.7	100	98.8	99.2
Trucks	0	0	4	4	1	1	0	2	0	0	1	1	0	6	0	6	13
% Trucks	0	0	1.6	1.0	3.7	0.2	0	0.4	0	0	0.8	0.5	0	1.3	0	1.2	0.8

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 3



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	7	**33**	52	92	7	**127**	0	**134**	22	0	29	51	0	**131**	8	**139**
+15 mins.	**15**	21	**69**	105	**12**	100	0	112	**34**	0	**35**	**69**	0	108	**10**	118
+30 mins.	13	30	63	**106**	4	93	0	97	22	0	29	51	0	107	7	114
+45 mins.	13	22	67	102	4	103	0	107	20	0	25	45	0	127	10	137
Total Volume	48	106	251	405	27	423	0	450	98	0	118	216	0	473	35	508
% App. Total	11.9	26.2	62		6	94	0		45.4	0	54.6		0	93.1	6.9	
PHF	.800	.803	.909	.955	.563	.833	.000	.840	.721	.000	.843	.783	.000	.903	.875	.914

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 5

Groups Printed- Cars

	State St From North			High St From East			State St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	7	33	52	7	127	0	22	0	29	0	129	8	414
11:15 AM	15	21	68	12	100	0	34	0	35	0	107	10	402
11:30 AM	13	30	62	3	93	0	22	0	29	0	105	7	364
11:45 AM	13	22	65	4	102	0	20	0	24	0	126	10	386
Total	48	106	247	26	422	0	98	0	117	0	467	35	1566
12:00 PM	20	11	58	9	100	0	16	0	30	0	115	11	370
12:15 PM	13	11	62	15	92	0	14	0	26	0	91	3	327
12:30 PM	16	15	47	13	107	0	19	0	30	0	97	9	353
12:45 PM	7	15	51	8	93	0	23	0	30	0	107	10	344
Total	56	52	218	45	392	0	72	0	116	0	410	33	1394
01:00 PM	11	24	58	10	98	0	23	0	29	0	93	9	355
01:15 PM	16	19	56	10	82	0	16	0	18	0	88	11	316
01:30 PM	11	20	41	7	90	0	22	0	20	0	100	6	317
01:45 PM	12	15	55	8	88	0	16	0	26	0	86	8	314
Total	50	78	210	35	358	0	77	0	93	0	367	34	1302
Grand Total	154	236	675	106	1172	0	247	0	326	0	1244	102	4262
Apprch %	14.5	22.2	63.4	8.3	91.7	0	43.1	0	56.9	0	92.4	7.6	
Total %	3.6	5.5	15.8	2.5	27.5	0	5.8	0	7.6	0	29.2	2.4	

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 9

Groups Printed- Trucks

	State St From North			High St From East			State St From South			High St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
11:30 AM	0	0	1	1	0	0	0	0	0	0	2	0	4
11:45 AM	0	0	2	0	1	0	0	0	1	0	1	0	5
Total	0	0	4	1	1	0	0	0	1	0	6	0	13
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	1	0	1	0	0	0	2	0	4
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	0	1	0	2	0	0	0	3	0	7
01:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
01:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	1	0	1	0	4
Grand Total	0	0	7	1	2	0	2	0	2	0	10	0	24
Apprch %	0	0	100	33.3	66.7	0	50	0	50	0	100	0	
Total %	0	0	29.2	4.2	8.3	0	8.3	0	8.3	0	41.7	0	

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 13

Groups Printed- Bikes Peds

	State St From North				High St From East				State St From South				High St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3
11:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	3	4	2	6
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	0	3
Total	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	8	10	3	13
12:00 PM	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	6	6	3	9
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3	4	1	5
12:45 PM	0	0	0	1	0	0	0	3	0	0	0	2	0	0	0	1	7	0	7
Total	0	1	0	2	0	0	1	3	0	0	1	2	0	1	0	11	18	4	22
01:00 PM	0	0	0	2	0	0	0	7	0	0	0	0	0	0	0	9	18	0	18
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3
01:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	4	0	4
01:45 PM	0	1	0	2	0	0	1	3	0	0	0	2	0	0	0	4	11	2	13
Total	0	1	0	5	0	0	1	11	0	0	0	2	0	0	0	18	36	2	38
Grand Total	0	2	0	9	0	0	2	14	0	0	4	4	0	1	0	37	64	9	73
Apprch %	0	100	0		0	0	100		0	0	100		0	100	0				
Total %	0	22.2	0		0	0	22.2		0	0	44.4		0	11.1	0		87.7	12.3	

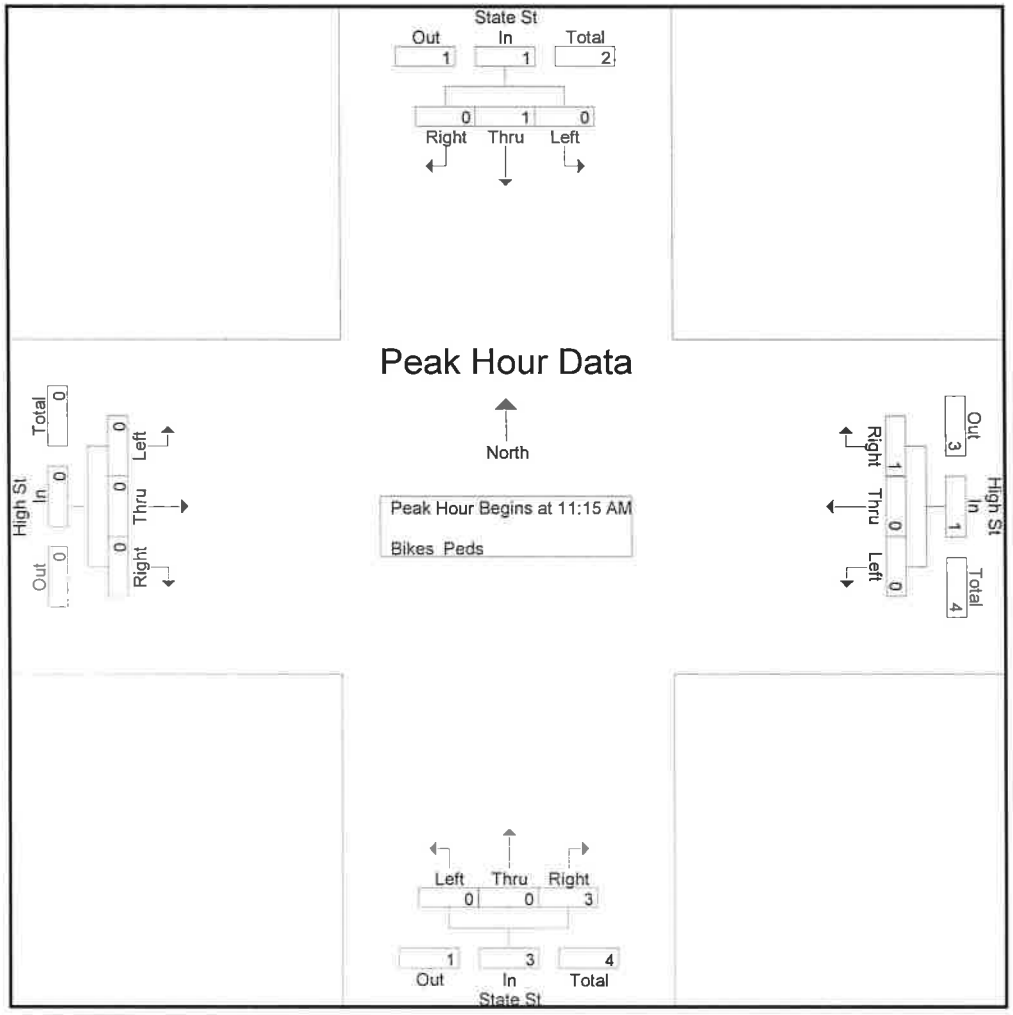
N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 14

	State St From North				High St From East				State St From South				High St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	0	1	1	0	0	0	0	**3**
Total Volume	0	1	0	1	0	0	1	1	0	0	3	3	0	0	0	0	5
% App. Total	0	100	0		0	0	100		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.375	.375	.000	.000	.000	.000	.417

N/S Street : State Street
E/W Street: High Street
City/State : Newburyport, MA
Weather : Cloudy

File Name : 799200S
Site Code : 7992000
Start Date : 8/4/2018
Page No : 15



Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM				11:15 AM				11:00 AM				11:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**
Total Volume	0	1	0	1	0	0	1	1	0	0	3	3	0	1	0	1
% App. Total	0	100	0		0	0	100		0	0	100		0	100	0	
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.375	.375	.000	.250	.000	.250

Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Fruit St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	0	0	49	5	12	46	1
07:15 AM	0	0	71	1	16	42	1
07:30 AM	0	0	73	6	19	51	1
07:45 AM	0	0	73	5	29	54	1
Total	0	0	266	17	76	193	5
08:00 AM	0	0	82	5	29	79	1
08:15 AM	0	0	82	1	33	82	1
08:30 AM	0	0	119	5	27	88	2
08:45 AM	0	0	138	5	33	111	2
Total	0	0	421	16	122	360	9
Grand Total	0	0	687	33	198	553	14
Apprch %	0	0	95.4	4.6	26.4	73.6	
Total %	0	0	46.7	2.2	13.5	37.6	
Cars	0	0	678	33	197	537	14
% Cars	0	0	98.7	100	99.5	97.1	98
Trucks	0	0	9	0	1	16	
% Trucks	0	0	1.3	0	0.5	2.9	1

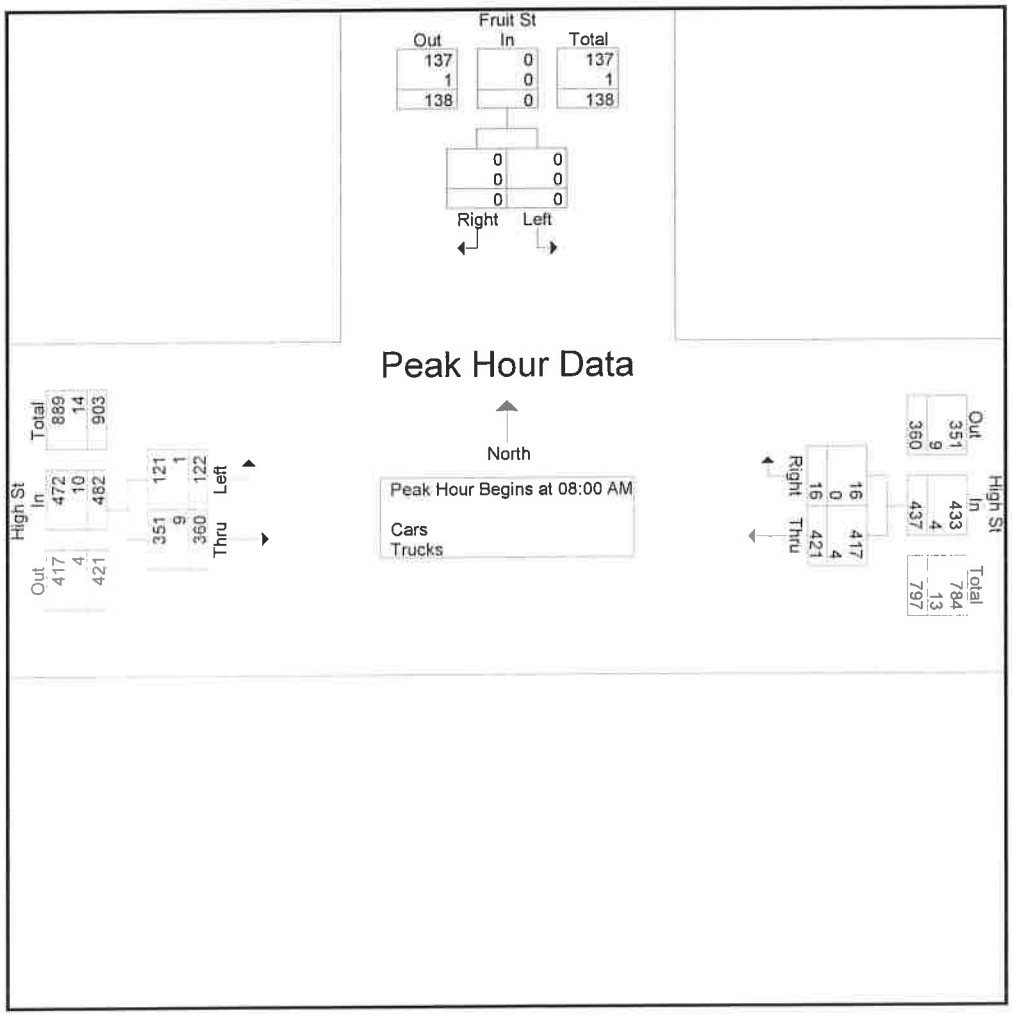
Accurate Counts

978-664-2565

S Street : Fruit Street
N Street : High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Fruit St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	82	**5**	87	29	79	108	19
08:15 AM	0	0	0	82	1	83	**33**	82	115	19
08:30 AM	0	0	0	119	5	124	27	88	115	23
08:45 AM	0	0	0	**138**	5	**143**	33	**111**	**144**	28
Total Volume	0	0	0	421	16	437	122	360	482	91
% App. Total	0	0		96.3	3.7		25.3	74.7		
PHF	.000	.000	.000	.763	.800	.764	.924	.811	.837	.80
Cars	0	0	0	417	16	433	121	351	472	90
% Cars	0	0	0	99.0	100	99.1	99.2	97.5	97.9	98
Trucks	0	0	0	4	0	4	1	9	10	1
% Trucks	0	0	0	1.0	0	0.9	0.8	2.5	2.1	1



Accurate Counts

978-664-2565

S Street : Fruit Street
/N Street : High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Fruit St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	0	0	48	5	12	45	1
07:15 AM	0	0	70	1	16	41	1
07:30 AM	0	0	73	6	19	49	1
07:45 AM	0	0	70	5	29	51	1
Total	0	0	261	17	76	186	5
08:00 AM	0	0	81	5	29	79	1
08:15 AM	0	0	82	1	33	79	1
08:30 AM	0	0	117	5	26	83	2
08:45 AM	0	0	137	5	33	110	2
Total	0	0	417	16	121	351	9
Grand Total	0	0	678	33	197	537	14
Apprch %	0	0	95.4	4.6	26.8	73.2	
Total %	0	0	46.9	2.3	13.6	37.2	

Accurate Counts

978-664-2565

S Street : Fruit Street
N Street : High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Fruit St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
07:00 AM	0	0	1	0	0	1	
07:15 AM	0	0	1	0	0	1	
07:30 AM	0	0	0	0	0	2	
07:45 AM	0	0	3	0	0	3	
Total	0	0	5	0	0	7	
08:00 AM	0	0	1	0	0	0	
08:15 AM	0	0	0	0	0	3	
08:30 AM	0	0	2	0	1	5	
08:45 AM	0	0	1	0	0	1	
Total	0	0	4	0	1	9	
Grand Total	0	0	9	0	1	16	
Apprch %	0	0	100	0	5.9	94.1	
Total %	0	0	34.6	0	3.8	61.5	

Accurate Counts

978-664-2565

S Street : Fruit Street
/V Street : High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Fruit St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
07:00 AM	1	0	2	0	0	0	0	0	0	2	1	
07:15 AM	0	0	1	0	0	0	0	1	1	2	1	
07:30 AM	0	0	0	2	0	0	0	1	0	0	3	
07:45 AM	0	0	4	1	1	0	0	0	0	4	2	
Total	1	0	7	3	1	0	0	2	1	8	7	1
08:00 AM	0	0	4	0	0	0	0	0	0	4	0	
08:15 AM	0	0	3	1	0	0	0	3	0	3	4	
08:30 AM	0	0	2	0	0	0	2	3	0	2	5	
08:45 AM	0	0	0	1	0	0	0	0	2	2	1	
Total	0	0	9	2	0	0	2	6	2	11	10	2
Grand Total	1	0	16	5	1	0	2	8	3	19	17	3
Apprch %	100	0		83.3	16.7		20	80				
Total %	5.9	0		29.4	5.9		11.8	47.1		52.8	47.2	

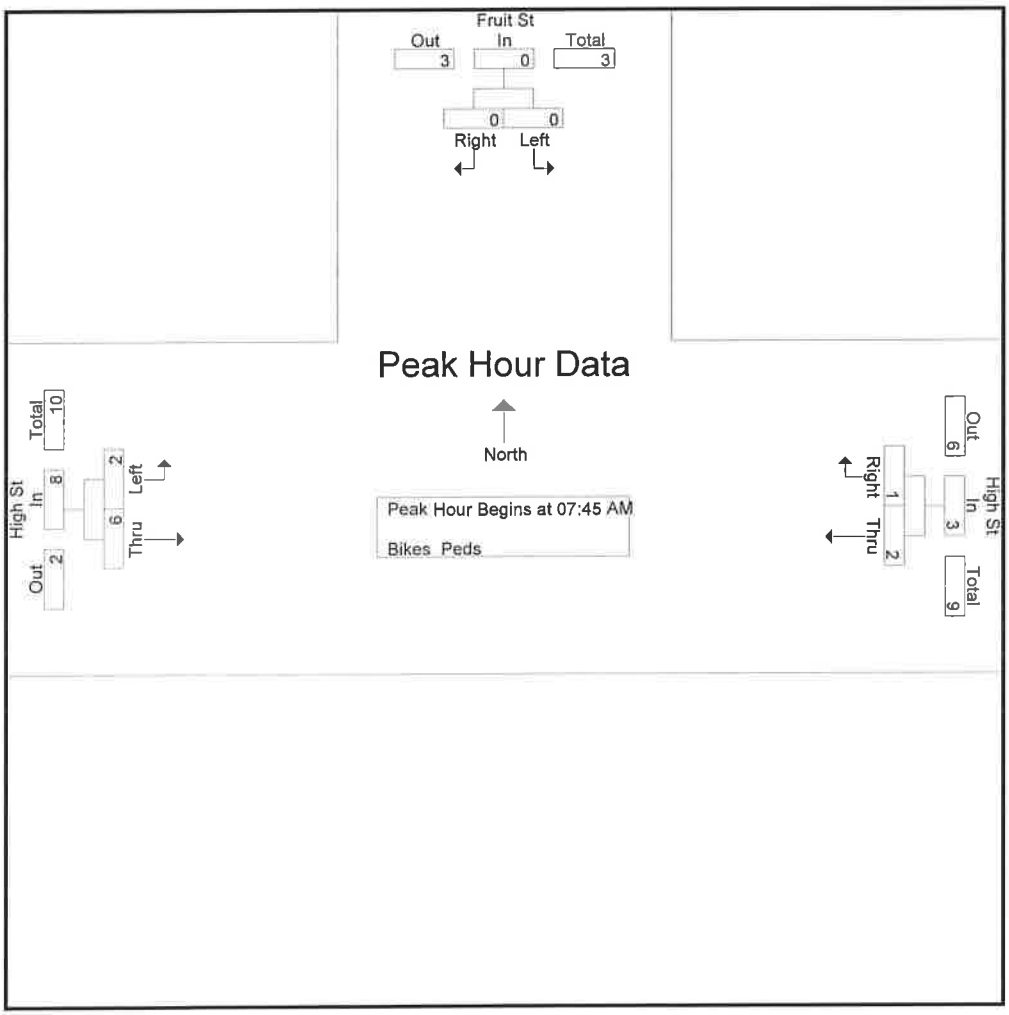
Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Fruit St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	**1**	**1**	**2**	0	0	0	
08:00 AM	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	1	0	1	0	**3**	3	
08:30 AM	0	0	0	0	0	0	**2**	3	**5**	
Total Volume	0	0	0	2	1	3	2	6	8	1
% App. Total	0	0		66.7	33.3		25	75		
PHF	.000	.000	.000	.500	.250	.375	.250	.500	.400	.55



Accurate Counts

978-664-2565

S Street : Fruit Street
/W Street : High Street
:y/State : Newburyport, MA
:eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 1

Groups Printed- Cars - Trucks

	Fruit St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	0	0	100	10	28	121	25
04:15 PM	0	0	110	5	28	161	30
04:30 PM	0	0	113	6	36	146	30
04:45 PM	0	0	118	9	38	139	30
Total	0	0	441	30	130	567	116
05:00 PM	0	0	96	6	36	153	29
05:15 PM	0	0	82	5	49	168	30
05:30 PM	0	0	79	12	37	144	27
05:45 PM	0	0	80	12	36	131	25
Total	0	0	337	35	158	596	112
Grand Total	0	0	778	65	288	1163	229
Apprch %	0	0	92.3	7.7	19.8	80.2	
Total %	0	0	33.9	2.8	12.6	50.7	
Cars	0	0	775	65	285	1152	227
% Cars	0	0	99.6	100	99	99.1	99
Trucks	0	0	3	0	3	11	
% Trucks	0	0	0.4	0	1	0.9	0

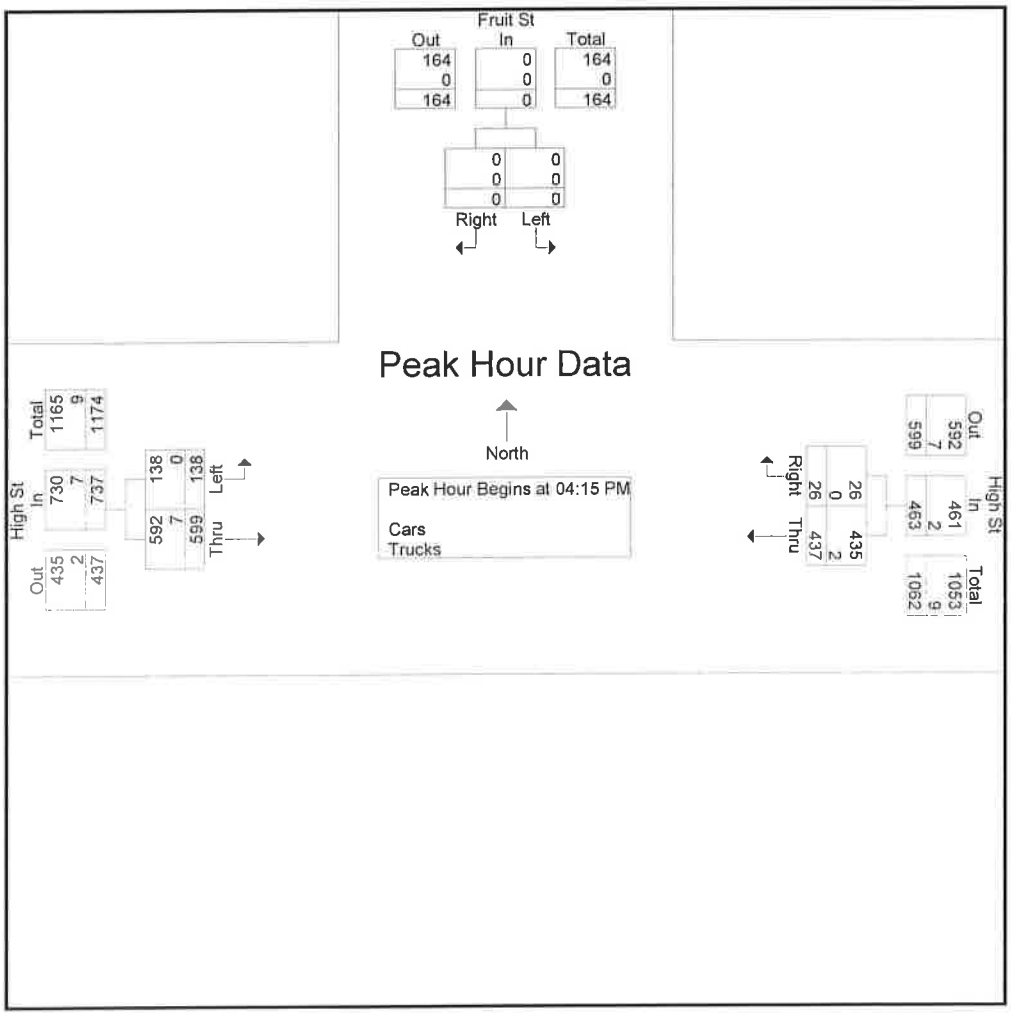
Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 2

	Fruit St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	110	5	115	28	**161**	**189**	3(
04:30 PM	0	0	0	113	6	119	36	146	182	3(
04:45 PM	0	0	0	**118**	**9**	**127**	**38**	139	177	3(
05:00 PM	0	0	0	96	6	102	36	153	189	2(
Total Volume	0	0	0	437	26	463	138	599	737	12(
% App. Total	0	0		94.4	5.6		18.7	81.3		
PHF	.000	.000	.000	.926	.722	.911	.908	.930	.975	.9(
Cars	0	0	0	435	26	461	138	592	730	11(
% Cars	0	0	0	99.5	100	99.6	100	98.8	99.1	99
Trucks	0	0	0	2	0	2	0	7	7	
% Trucks	0	0	0	0.5	0	0.4	0	1.2	0.9	0



Accurate Counts

978-664-2565

S Street : Fruit Street
N Street : High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 4

Groups Printed- Cars

	Fruit St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	0	0	99	10	25	120	25
04:15 PM	0	0	109	5	28	158	30
04:30 PM	0	0	113	6	36	142	29
04:45 PM	0	0	118	9	38	139	30
Total	0	0	439	30	127	559	115
05:00 PM	0	0	95	6	36	153	29
05:15 PM	0	0	82	5	49	167	30
05:30 PM	0	0	79	12	37	143	27
05:45 PM	0	0	80	12	36	130	25
Total	0	0	336	35	158	593	112
Grand Total	0	0	775	65	285	1152	227
Apprch %	0	0	92.3	7.7	19.8	80.2	
Total %	0	0	34	2.9	12.5	50.6	

Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 7

Groups Printed- Trucks

	Fruit St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
04:00 PM	0	0	1	0	3	1	
04:15 PM	0	0	1	0	0	3	
04:30 PM	0	0	0	0	0	4	
04:45 PM	0	0	0	0	0	0	
Total	0	0	2	0	3	8	
05:00 PM	0	0	1	0	0	0	
05:15 PM	0	0	0	0	0	1	
05:30 PM	0	0	0	0	0	1	
05:45 PM	0	0	0	0	0	1	
Total	0	0	1	0	0	3	
Grand Total	0	0	3	0	3	11	
Apprch %	0	0	100	0	21.4	78.6	
Total %	0	0	17.6	0	17.6	64.7	

Accurate Counts

978-664-2565

S Street : Fruit Street
/N Street : High Street
:y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 10

Groups Printed- Bikes Peds

	Fruit St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
04:00 PM	0	0	1	3	0	0	0	2	2	3	5	
04:15 PM	0	0	0	2	0	0	0	2	0	0	4	
04:30 PM	0	0	2	0	0	0	0	4	0	2	4	
04:45 PM	0	0	3	0	0	0	0	3	0	3	3	
Total	0	0	6	5	0	0	0	11	2	8	16	2
05:00 PM	0	0	12	0	0	0	0	2	0	12	2	1
05:15 PM	0	0	17	0	0	0	0	3	0	17	3	2
05:30 PM	0	0	19	0	2	4	0	1	0	23	3	2
05:45 PM	0	0	51	0	0	10	0	6	9	70	6	7
Total	0	0	99	0	2	14	0	12	9	122	14	13
Grand Total	0	0	105	5	2	14	0	23	11	130	30	16
Apprch %	0	0		71.4	28.6		0	100				
Total %	0	0		16.7	6.7		0	76.7		81.2	18.8	

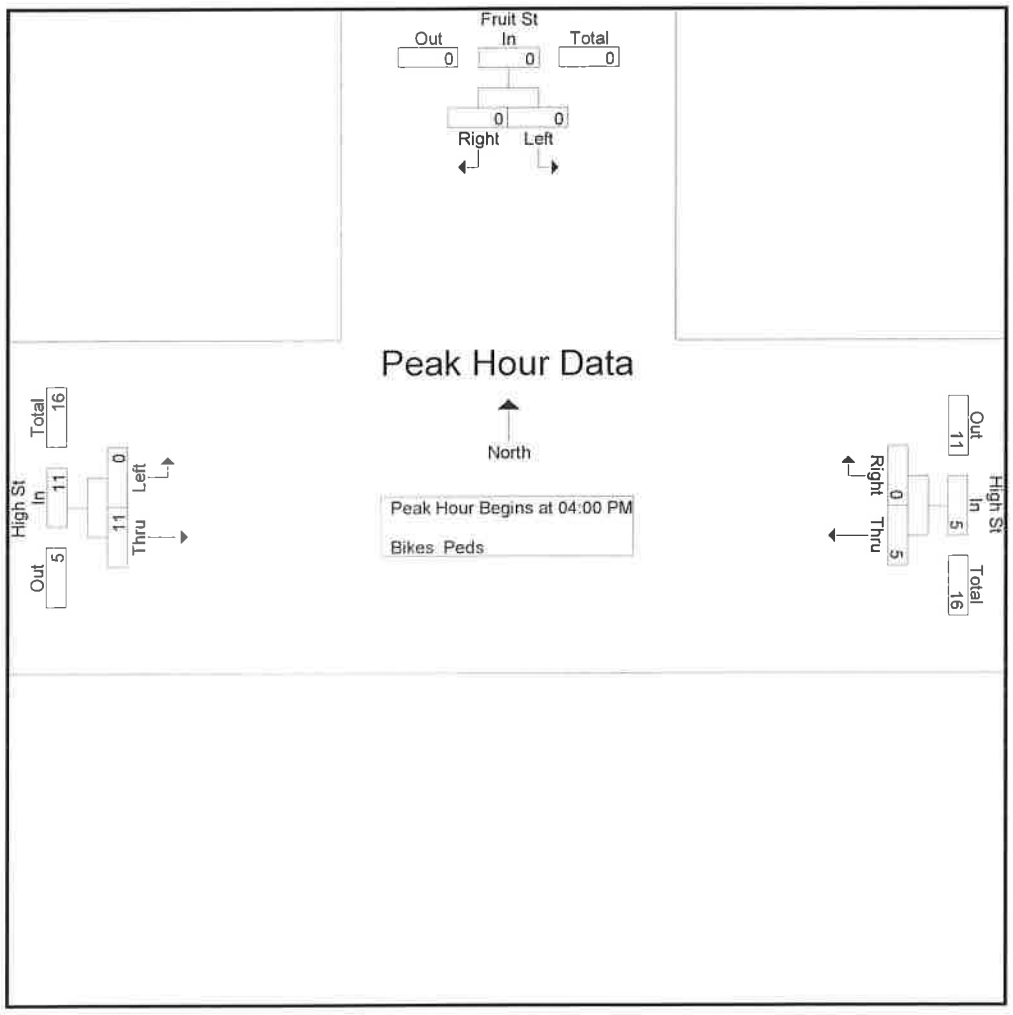
Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Clear

File Name : 79920
Site Code : 79920
Start Date : 8/2/20
Page No : 11

	Fruit St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**3**	0	**3**	0	2	2	
04:15 PM	0	0	0	2	0	2	0	2	2	
04:30 PM	0	0	0	0	0	0	0	**4**	**4**	
04:45 PM	0	0	0	0	0	0	0	3	3	
Total Volume	0	0	0	5	0	5	0	11	11	1
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.417	.000	.417	.000	.688	.688	.80



Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 1

Groups Printed- Cars - Trucks

	Fruit St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	0	0	138	6	44	127	3
11:15 AM	0	0	119	8	30	139	2
11:30 AM	0	0	86	8	34	121	2
11:45 AM	0	0	113	7	32	140	2
Total	0	0	456	29	140	527	11
12:00 PM	0	0	109	4	35	140	2
12:15 PM	0	0	118	0	31	105	2
12:30 PM	0	0	107	6	28	121	2
12:45 PM	0	0	103	6	22	116	2
Total	0	0	437	16	116	482	10
01:00 PM	0	0	113	6	35	99	2
01:15 PM	0	0	95	8	26	101	2
01:30 PM	0	0	96	7	26	105	2
01:45 PM	0	0	105	2	32	93	2
Total	0	0	409	23	119	398	9
Grand Total	0	0	1302	68	375	1407	31
Apprch %	0	0	95	5	21	79	
Total %	0	0	41.3	2.2	11.9	44.6	
Cars	0	0	1298	68	374	1398	31
% Cars	0	0	99.7	100	99.7	99.4	99
Trucks	0	0	4	0	1	9	
% Trucks	0	0	0.3	0	0.3	0.6	0

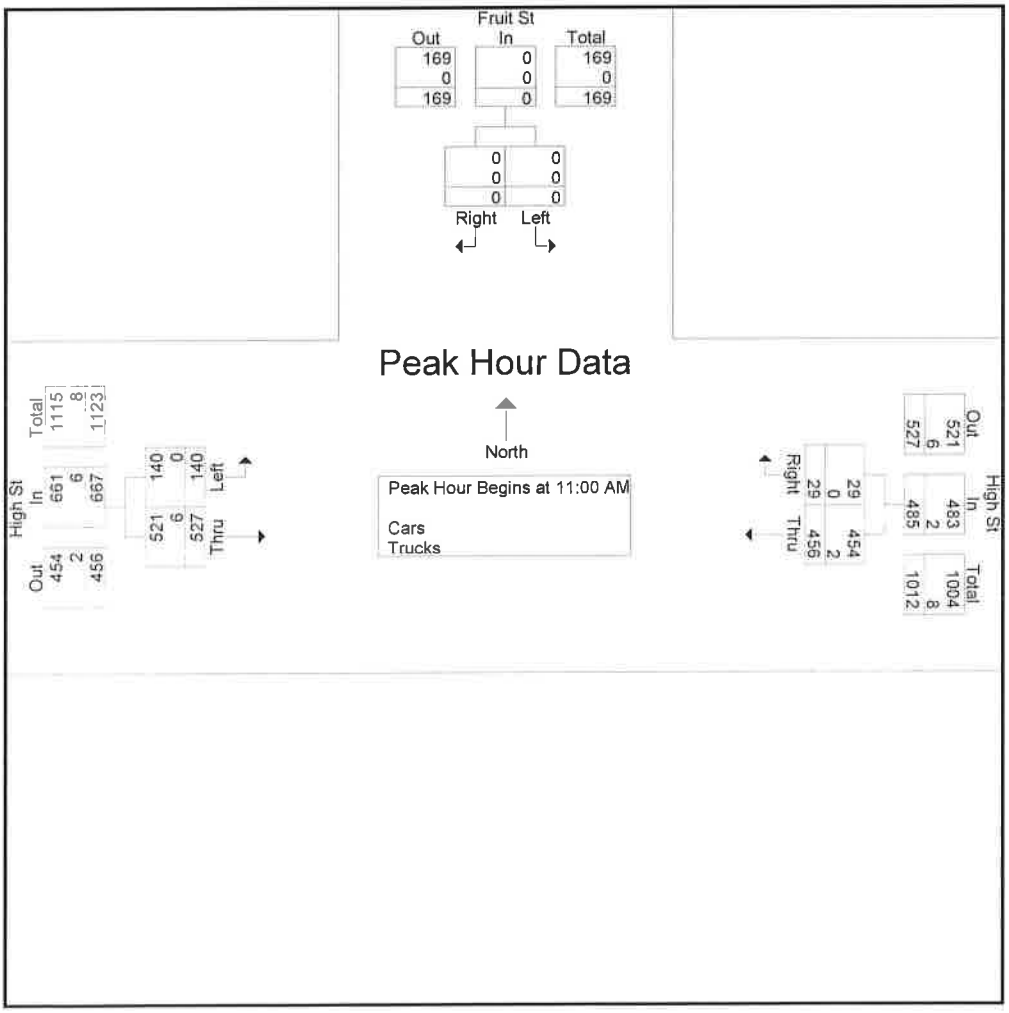
Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 2

	Fruit St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	0	0	0	**138**	6	**144**	**44**	127	171	**31**
11:15 AM	0	0	0	119	**8**	127	30	139	169	29
11:30 AM	0	0	0	86	8	94	34	121	155	24
11:45 AM	0	0	0	113	7	120	32	**140**	**172**	29
Total Volume	0	0	0	456	29	485	140	527	667	115
% App. Total	0	0		94	6		21	79		
PHF	.000	.000	.000	.826	.906	.842	.795	.941	.969	.91
Cars	0	0	0	454	29	483	140	521	661	114
% Cars	0	0	0	99.6	100	99.6	100	98.9	99.1	99
Trucks	0	0	0	2	0	2	0	6	6	
% Trucks	0	0	0	0.4	0	0.4	0	1.1	0.9	0



Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 4

Groups Printed- Cars

	Fruit St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	0	0	137	6	44	127	3
11:15 AM	0	0	119	8	30	138	2
11:30 AM	0	0	86	8	34	118	2
11:45 AM	0	0	112	7	32	138	2
Total	0	0	454	29	140	521	11
12:00 PM	0	0	109	4	35	140	2
12:15 PM	0	0	118	0	31	104	2
12:30 PM	0	0	107	6	27	121	2
12:45 PM	0	0	102	6	22	115	2
Total	0	0	436	16	115	480	10
01:00 PM	0	0	113	6	35	99	2
01:15 PM	0	0	95	8	26	101	2
01:30 PM	0	0	96	7	26	104	2
01:45 PM	0	0	104	2	32	93	2
Total	0	0	408	23	119	397	9
Grand Total	0	0	1298	68	374	1398	31
Apprch %	0	0	95	5	21.1	78.9	
Total %	0	0	41.4	2.2	11.9	44.6	

Accurate Counts

978-664-2565

S Street : Fruit Street
/N Street : High Street
:y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 7

Groups Printed- Trucks

	Fruit St From North		High St From East		High St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Tot
11:00 AM	0	0	1	0	0	0	
11:15 AM	0	0	0	0	0	1	
11:30 AM	0	0	0	0	0	3	
11:45 AM	0	0	1	0	0	2	
Total	0	0	2	0	0	6	
12:00 PM	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	1	
12:30 PM	0	0	0	0	1	0	
12:45 PM	0	0	1	0	0	1	
Total	0	0	1	0	1	2	
01:00 PM	0	0	0	0	0	0	
01:15 PM	0	0	0	0	0	0	
01:30 PM	0	0	0	0	0	1	
01:45 PM	0	0	1	0	0	0	
Total	0	0	1	0	0	1	
Grand Total	0	0	4	0	1	9	
Apprch %	0	0	100	0	10	90	
Total %	0	0	28.6	0	7.1	64.3	

Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 10

Groups Printed- Bikes Peds

	Fruit St From North			High St From East			High St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Tot
11:00 AM	0	0	1	0	0	0	0	2	0	1	2	
11:15 AM	0	0	0	2	0	0	0	1	0	0	3	
11:30 AM	0	0	1	1	0	0	1	0	0	1	2	
11:45 AM	0	0	0	0	0	0	0	1	0	0	1	
Total	0	0	2	3	0	0	1	4	0	2	8	1
12:00 PM	0	2	0	0	0	0	0	1	0	0	3	
12:15 PM	0	0	1	0	0	0	0	0	0	1	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	1	0	0	0	0	2	0	1	2	
Total	0	2	2	0	0	0	0	3	0	2	5	
01:00 PM	0	0	1	0	0	0	0	0	0	1	0	
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM	0	0	1	0	0	0	0	0	0	1	0	
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	2	0	0	0	0	0	0	2	0	
Grand Total	0	2	6	3	0	0	1	7	0	6	13	1
Apprch %	0	100		100	0		12.5	87.5				
Total %	0	15.4		23.1	0		7.7	53.8		31.6	68.4	

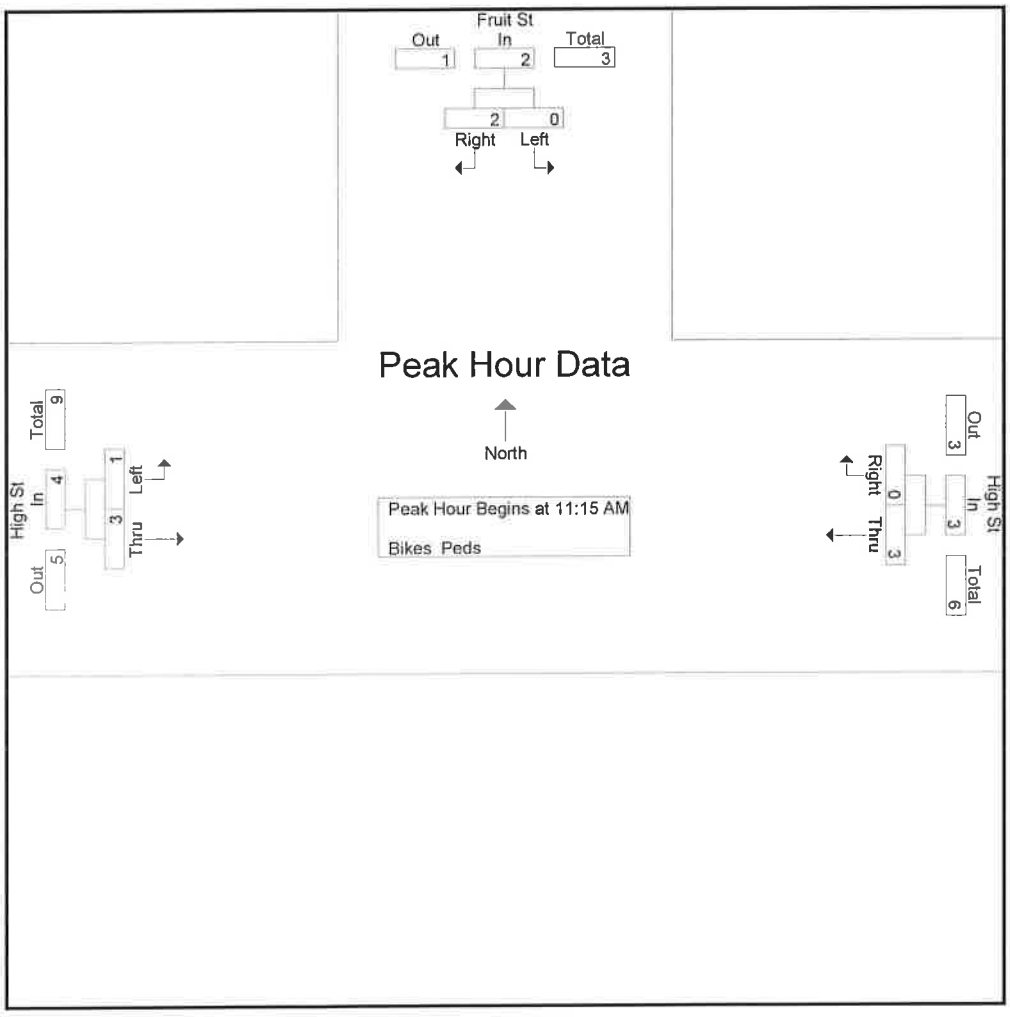
Accurate Counts

978-664-2565

S Street : Fruit Street
W Street : High Street
y/State : Newburyport, MA
eather : Cloudy

File Name : 79920
Site Code : 79920
Start Date : 8/4/20
Page No : 11

	Fruit St From North			High St From East			High St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Tot
ak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
ak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	0	0	0	**2**	0	**2**	0	**1**	**1**	
11:30 AM	0	0	0	1	0	1	**1**	0	1	
11:45 AM	0	0	0	0	0	0	0	1	1	
12:00 PM	0	**2**	**2**	0	0	0	0	1	1	
Total Volume	0	2	2	3	0	3	1	3	4	
% App. Total	0	100		100	0		25	75		
PHF	.000	.250	.250	.375	.000	.375	.250	.750	1.00	.75



SEASONAL ADJUSTMENT DATA

Massachusetts Highway Department

5258: Monthly Hourly Volume for July 2015

Location ID:	**5258**	**Seasonal Factor Group:**	**R1**
County:	**Essex**	**Daily Factor Group:**	
Funcationl Class	**1**	**Axle Factor Group:**	
Location:	**INTERSTATE 95**	**Growth Factor Group:**	

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	425	261	242	291	756	2514	3432	4338	4117	3635	3894	4356	4459	4514	4898	5264	5742	5890	4575	3566	2746	1931	1385	1080	74311
2	778	309	241	320	771	2333	3399	4419	4491	4636	5457	5650	5606	5904	6130	6408	6569	6586	5786	5503	4569	3391	2197	1561	93014
3	846	501	312	304	554	1157	2207	3364	4597	5949	6225	5995	5790	5402	5380	5262	4735	4359	3878	3526	3023	2407	2039	1514	79326
4	847	550	208	170	246	494	1162	1978	3041	4022	4818	5616	5340	4871	4302	3881	3961	3684	3204	2785	2430	2086	2005	1999	63700
5	1113	491	209	173	261	433	873	1528	2813	4588	6091	6898	6452	5854	5710	5510	5396	5477	5487	5230	4959	4907	3644	1212	85309
6	520	296	209	302	886	2837	3813	4783	4504	4414	4908	5231	5006	4721	5059	5633	6062	6235	4658	3522	2767	2093	1352	686	80497
7	395	242	201	278	788	2597	3674	4687	4448	3957	4062	4332	4324	4343	4558	5132	5633	5889	4315	3023	2310	1731	1315	967	73201
8	478	241	218	298	783	2466	3595	4575	4442	3915	4102	4346	4284	4296	4770	5275	5584	5865	4265	3073	2498	1952	1489	1119	73929
9	487	313	273	321	757	2484	3639	4452	4581	4101	4368	4536	4526	4541	4976	5630	5981	6182	4715	3779	2875	2112	1395	803	77827
10	551	316	233	300	670	2131	3265	4390	4407	4280	5111	5882	5688	5830	5807	6636	6979	6981	5690	4608	3660	2520	1865	1550	89350
11	911	535	234	201	370	854	1775	2983	4515	5887	6502	6950	6718	6472	6211	5734	5507	5174	4496	4080	3388	2863	2275	1713	86348
12	1028	462	261	189	262	525	1029	1770	3257	5245	6881	7006	6689	6310	5915	5893	5900	5855	5676	5630	4993	3841	2050	938	87605
13																									
14	361	243	215	299	808	2527	3757	4732	4535	3978	4097	4110	4055	4065	4481	5099	5491	5809	4234	3076	2383	1916	1327	901	72499
15	575	276	239	312	831	2477	3646	4599	4458	4014	4048	4252	4313	4317	4742	5303	5774	5907	4465	3344	2436	1756	1233	940	74257
16	681	271	222	324	775	2513	3649	4731	4556	4148	4560	4785	4697	4670	5102	5807	6275	6349	4865	4029	3183	2332	1587	972	81083
17	784	380	241	325	766	2230	3464	4472	4558	4713	5568	5782	5775	5937	6296	6831	7165	7079	5980	5055	3672	2567	1758	1200	92598
18	680	396	244	239	341	736	1535	2491	3671	5095	6378	6887	6709	6201	5919	5540	5518	4770	3986	3361	2838	2469	2039	1447	79490
19	925	456	271	181	278	490	993	1670	2985	4847	6389	7017	6827	6406	6201	6399	5989	5571	5637	5505	4997	3982	1608	971	86595
20	670	302	217	320	817	2827	4051	4962	4659	4235	4723	4996	4855	4571	4681	5375	5570	6060	4482	3218	2536	1753	1262	758	77900
21	386	261	191	292	774	2566	3771	4820	4442	4101	4377	4342	4358	4162	4486	4957	5693	5885	4500	3464	2455	1782	1211	751	74027
22	426	279	250	295	826	2520	3743	4759	4593	4334	4704	4603	4442	4518	4859	5389	6027	6148	4772	3585	2660	2114	1478	968	78292
23	571	341	249	325	762	2555	3790	4645	4578	4393	4708	4954	4674	4719	5291	5941	6390	6441	5047	3957	2880	2401	1601	1014	82227
24	628	323	257	292	686	2226	3407	4417	4527	4495	5410	5910	6078	6148	6158	6445	7086	7283	5671	4696	3505	2480	1749	1355	91232
25	857	614	406	297	366	906	1670	2865	4205	5885	6636	6947	6461	6312	6995	5711	5413	5106	4481	3918	3362	2799	2189	1385	85786
26	750	636	390	255	224	432	868	1417	2379	3876	5616	6612	6522	6626	6541	6302	6256	5617	5458	4500	3435	2519	1557	982	79770
27	571	274	217	332	899	2741	3912	4885	4475	4205	4551	4786	4753	4463	4743	5348	5697	5953	4211	3164	2299	1673	1263	849	76264
28	536	259	207	344	770	2530	3718	4717	4507	4093	4384	4605	4265	4211	4786	5419	6089	6152	4889	3654	2711	2044	1431	990	77311
29	439	249	212	302	774	2525	3663	4695	4724	4663	5039	4935	4631	4513	4900	5774	5912	6226	4650	3707	2781	2185	1652	1216	80367
30	619	317	250	310	776	2486	3692	4714	4585	4391	4958	5174	4844	4841	5490	6062	6523	6384	4871	3928	2965	2122	1467	1169	82938
31	659	344	261	356	770	2296	3446	4359	4529	4845	5607	6166	6112	6244	6446	7079	7108	7058	6037	5269	4154	3050	2004	1539	95738

Average =	81093.03
Yearly Average =	67000
Yearly Adjustment Factor =	0.83

Massachusetts Highway Department

5258: Monthly Hourly Volume for August 2015

Location ID:	**5258**	**Seasonal Factor Group:**	**R1**
County:	**ESSEX**	**Daily Factor Group:**	
Funcationl Class	**1**	**Axle Factor Group:**	**R1**
Location:	**INTERSTATE 95**	**Growth Factor Group:**	

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	802	498	282	244	384	833	1819	3016	4868	6995	6899	7348	7032	6041	5944	5895	5668	5200	4816	4391	3618	2991	2459	1825	89868
2	828	527	245	202	288	491	1042	1747	3336	5302	6957	7165	6699	6485	6292	6004	6037	5797	5698	5425	5242	4979	2478	1029	90295
3																									
4	407	247	187	311	730	2529	3582	4601	4352	3909	4395	4445	4405	4343	4715	5266	5502	5692	4322	2992	2220	1779	1195	804	72930
5	533	308	233	187	865	2471	3578	4589	4578	4335	4701	4772	4445	4360	5045	5442	5885	6092	4670	3564	2758	2124	1499	845	77879
6	468	291	248	305	778	2402	3562	4670	4584	4381	4947	5046	4769	4964	5486	6025	6292	6359	4961	3897	3004	2270	1481	1182	82372
7	668	401	295	296	742	2131	3383	4455	4566	4699	5576	5778	5838	6078	6030	6489	7020	6731	5505	4867	3648	2759	1804	1363	91122
8	894	451	228	232	366	776	1647	2969	4578	5878	6740	6967	6569	6388	6086	5728	5491	5238	4507	3926	3225	2932	2303	1880	85999
9	870	454	245	186	243	462	972	1497	2710	4148	5963	6708	6762	6564	6439	6272	5874	5780	5364	5017	4208	3190	1835	1148	82911
10	509	283	199	321	865	2761	4032	4910	4419	4299	4972	5080	5038	4904	5170	5648	5984	6285	4526	3342	2671	1902	1136	640	79896
11	380	235	205	326	753	2437	3681	4617	4324	3926	3881	4195	4327	4271	4552	4991	5306	5579	3751	2596	2030	1477	1075	619	69534
12	369	232	228	299	766	2504	3693	4600	4562	4270	4648	4716	4536	4459	4820	5253	5835	6140	4668	3724	2769	2018	1514	866	77489
13	496	309	228	300	810	2480	3660	4664	4568	4486	4751	4748	5215	5114	5352	5853	6524	6552	5143	4115	3258	2439	1634	1160	83859
14	731	390	235	305	764	2174	3364	4537	4648	4920	5471	5997	6118	6271	6516	6831	7219	7251	6016	5155	3894	2814	1801	1368	94790
15	834	458	231	251	407	776	1694	2952	4439	6217	6963	6613	6783	6442	6177	5912	5894	5428	4682	3798	3177	2548	1993	1448	86117
16	835	560	304	252	278	470	991	1841	3216	5141	6964	7240	6879	6638	6492	6037	5901	5815	5591	5516	5434	4348	2143	1047	89933
17	499	285	178	343	919	2754	4005	4927	4811	4595	5249	5286	5005	4749	4973	5501	6245	6383	4676	3343	2766	1936	1265	854	81547
18	421	276	240	291	817	2444	3741	4838	4585	4207	4588	4742	4519	4482	4991	5351	5835	6264	4566	3133	2515	1794	1364	1010	77014
19	461	269	243	289	786	2409	3650	4714	4455	4396	4847	4757	4657	4585	5042	5650	5983	6321	4866	3384	2781	2096	1595	1074	79310
20	490	273	221	313	785	2370	3531	4664	4612	4346	4926	5286	5012	4659	5031	5899	6371	6541	4958	3903	3031	2192	1604	1063	82081
21	549	336	336	355	721	2025	3274	4216	3948	3935	4659	5619	5650	5882	5910	6490	6705	6637	5269	4048	3406	2266	1560	1241	85037
22	628	395	243	195	375	714	1419	2519	3741	5228	6227	6974	6456	6487	5982	5755	5287	4948	3994	3277	2814	2470	1827	1486	79441
23	993	639	317	190	229	459	886	1360	2343	3668	5517	6434	6323	6085	5882	5755	5825	5903	5537	4929	3389	2201	1282	771	76917
24	466	278	189	315	877	2652	3822	4724	4456	4008	4621	4994	4750	4555	4812	5287	5550	5722	4234	2894	2399	1620	1114	639	74978
25	379	249	204	281	734	2379	3569	4704	4387	3808	4006	4319	4120	4199	4773	5300	5592	5804	4340	2913	2246	1589	973	650	71518
26	323	245	200	285	771	2342	3598	4724	4359	4041	4629	4737	4460	4368	4777	5522	5893	5947	4564	3529	2755	1869	1342	735	76015
27	417	261	208	283	738	2317	3715	4679	4514	4157	4719	4920	4759	4655	5216	5828	6018	6343	4907	3826	2998	2221	1364	817	79880
28	444	269	208	270	680	2075	3314	4387	4545	4749	5616	5879	5843	6028	6331	6823	7022	6899	5635	4440	3371	2385	1545	1188	89946
29	807	627	303	198	334	728	1508	2505	4173	5773	6375	6630	6182	5772	5643	5459	5317	5116	4370	3679	3468	2581	2072	1298	80918
30	795	597	281	197	240	441	829	1541	2850	4355	5939	6677	6410	6228	5998	5841	5852	5796	5666	5205	4136	2776	1479	855	80984
31	428	247	193	314	853	2681	3923	4936	4472	4025	4263	4413	4401	4276	4709	5348	5799	5770	4150	2939	2273	1489	911	734	73547

Average =	75465.47
Yearly Average =	67,000
67000/75466 =	0.89

PUBLIC TRANSPORTATION SCHEDULES

54 Amesbury-Newburyport-Salisbury

Lawrence
BUCKLEY TRANSPORTATION CENTER

Haverhill
WASHINGTON SQUARE

Boston
COMMUTER SERVICES

Amesbury
COSTELLO CENTER

Patriots' Day – April 15, 2019

Bus may be flagged along route except in no-stop zones.

NO STOP ZONES

- Exiting Costello Center until Washington St. (Pass Fire House)
- Exiting Stop & Shop until 7/11 Convenience Store on Storey Ave. in Newburyport
- Exiting Heritage House (OB & IB) on Low St. to Pond St.
  - One Stop allowed at the CVS beyond crosswalk
- Departing CVS stop till Green St.
  - One Stop allowed at Post Office (Blinking Caution Light)
- From Post Office until Merrimac St.
  - One Stop allowed across of Waterfront Park (Blue (P) sign on sidewalk)
- Merrimac St. until State
  - One Stop allowed after Library at Bus Stop
- From State St. till Rte. 1
  - One Stop allowed across of CVS
- From CVS on Pond St. till March Rd. (Pass Stripers Grill) OB & IB
- 1 and Elm St. (before set of lights) until Beach Rd. pass Sailsbury House of Pizza (OB)
- From CVS on Beach Rd. umtil turning back on Rte. 1 with exception of The Laundromat on Elm St. (IB)

See the Fares page for information on fares and passes.

DOWNLOAD ROUTE MAP (PDF)

Timetables for 54 Amesbury-Newburyport-Salisbury

Weekday | Saturday | Sunday

OUTBOUND

Scroll to see full schedule →

olas J. Costello Transportation Center, Amesbury	6:23am	7:23am	8:48am	9:58am	11:08am	12:18pm	1:28pm	2:38pm	3:48pm
& Shop, Amesbury		7:26am	8:51am	10:01am	11:11am	12:21pm	1:31pm	2:41pm	3:51pm
Plaza, Newburyport	6:28am		8:59am	10:09am	11:19am	12:29pm	1:39pm	2:49pm	3:59pm
et Basket Plaza, Newburyport	6:35am		9:04am	10:14am	11:24am	12:34pm	1:44pm	2:54pm	4:04pm
Jacques Hospital, Newburyport			9:11am	10:21am	11:31am	12:41pm	1:51pm	3:01pm	4:11pm
buryport Commuter Rail Station	6:40am	7:35am	9:17am	10:27am	11:37am	12:47pm	1:57pm	3:07pm	4:17pm
age House, Newburyport	6:43am	7:38am	9:20am	10:30am	11:40am	12:50pm	2:00pm	3:10pm	4:20pm
es Steam Mill, Newburyport	6:48am	7:43am	9:25am	10:35am	11:45am	12:55pm	2:05pm	3:15pm	4:25pm

e Street, Newburyport	6:53am	7:48am	9:30am	10:40am	11:50am	1:00pm	2:10pm	3:20pm	4:30pm
bury Beach, Salisbury	7:08am	8:03am	9:45am	10:55am	12:05pm	1:15pm	2:25pm	3:35pm	4:45pm

INBOUND

Scroll to see full schedule →

Salisbury Beach, Salisbury	6:24am	7:28am	8:23am	9:54am	11:04am	12:14pm	1:24pm	2
Salisbury Center, Salisbury	6:30am	7:34am	8:29am	10:00am	11:10am	12:20pm	1:30pm	2
James Steam Mill, Newburyport	6:37am	7:41am	8:36am	10:07am	11:17am	12:27pm	1:37pm	2
State Street, Newburyport	5:00am	6:40am	7:44am	8:39am	10:10am	11:20am	12:30pm	1:40pm	2
Heritage House, Newburyport	6:50am	7:54am	8:49am	10:20am	11:30am	12:40pm	1:50pm	3
Newburyport Commuter Rail Station	5:05am	6:53am	7:57am	8:52am	10:23am	11:33am	12:43pm	1:53pm	3
Anna Jacques Hospital, Newburyport	6:59am	8:03am	8:58am	10:29am	11:39am	12:49pm	1:59pm	3
Market Basket Plaza, Newburyport	5:12am	7:06am	8:10am	9:05am	10:36am	11:46am	12:56pm	2:06pm	3
Port Plaza, Newburyport	5:16am	7:15am	8:19am	9:14am	10:45am	11:55am	1:05pm	2:15pm	3
Stop & Shop, Amesbury	5:21am	7:20am	8:24am	9:19am	10:50am	12:00pm	1:10pm	2:20pm	3
Nicholas J. Costello Transportation Center, Amesbury	5:32am	7:22am	8:26am	9:21am	10:52am	12:02pm	1:12pm	2:22pm	3



Contact Us

MVRTA Administrative Offices

Monday - Friday
8:00AM - 5:00PM

85 Railroad Avenue
Haverhill, MA 01835

(978) 469-6878

(978) 521-5956

marketing@mvrta.com

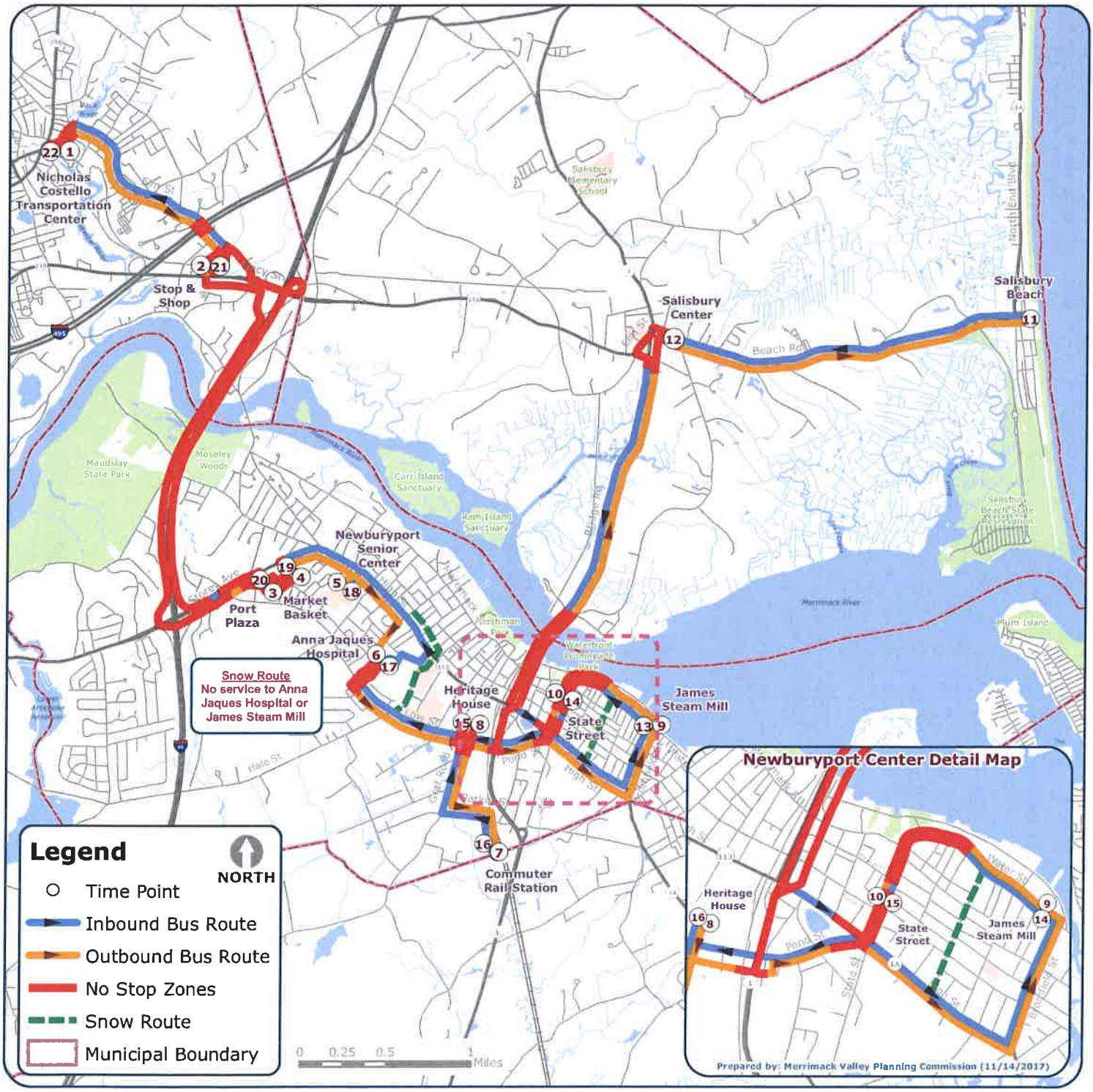
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Administration

Route 54

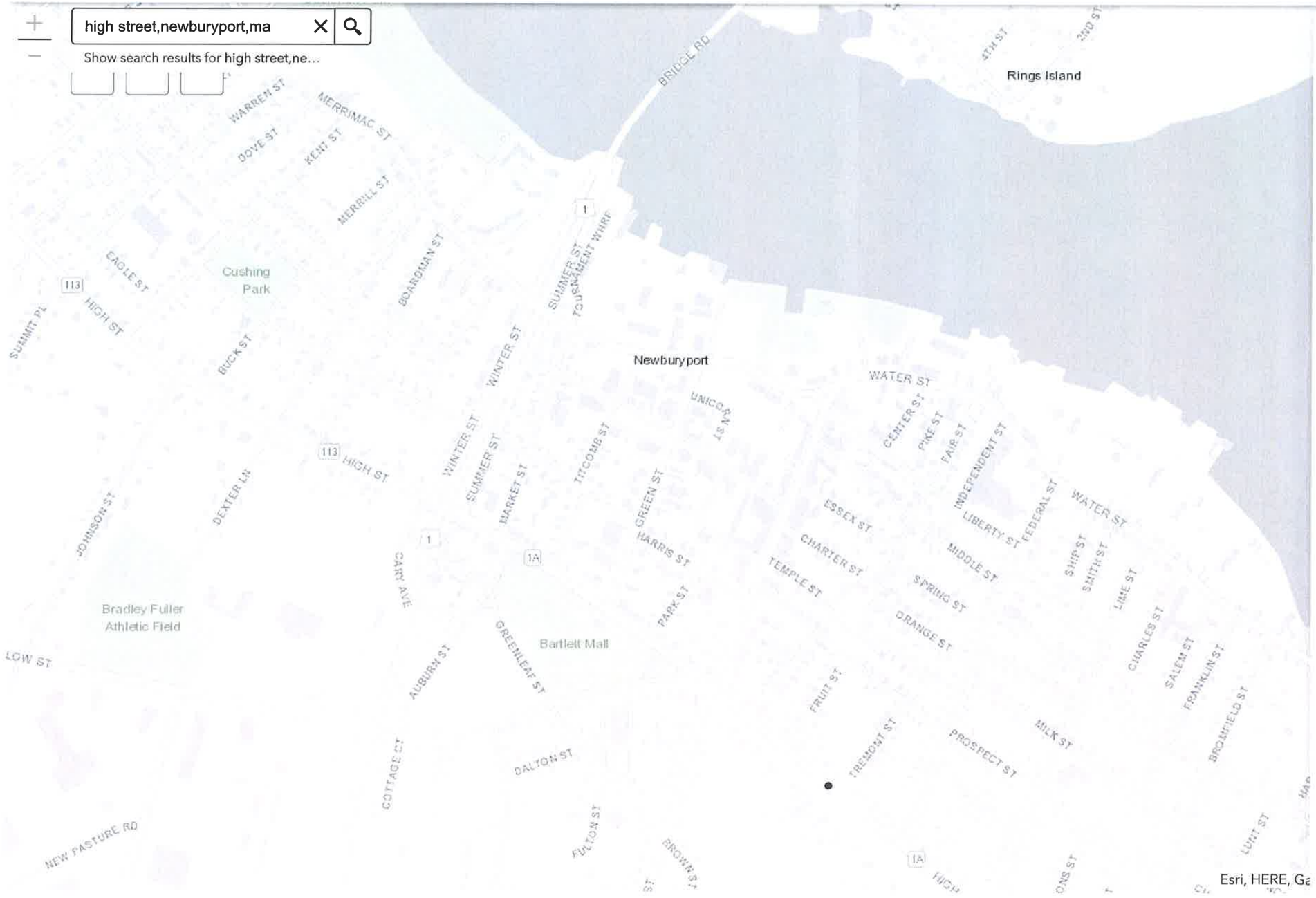

Nicholas Costello Transportation Center
Stop & Shop
Salisbury Center
Salisbury Beach
Newburyport Senior Center
Market Basket
Port Plaza
Anna Jaques Hospital
Heritage House
James Steam Mill
State Street
Commuter Rail Station
Snow Route
No service to Anna Jaques Hospital or James Steam Mill
Newburyport Center Detail Map
Legend
NORTH
Time Point
Inbound Bus Route
Outbound Bus Route
No Stop Zones
Snow Route
Municipal Boundary
0 0.25 0.5 1 Miles
Prepared by: Merrimack Valley Planning Commission (11/14/2017)

MASSDOT HIGH CRASH LOCATION MAPPING

Top Crash Locations

high street,newburyport,ma

Show search results for high street,ne...



600ft

-70.864 42.813 Degrees

Legend

CrashClusters

Top 200 Intersection Cluster 2013-2015

2013-2015 HSIP Cluster

2006-2015 HSIP Bicycle Cluster

2006-2015 HSIP Pedestrian Cluster

GENERAL BACKGROUND TRAFFIC GROWTH

General Background Traffic Growth

STA.	CITY/TOWN	ROUTE/STREET	LOCATION	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Average Annual Growth Rate
5258	Newbury	I-95	North of Scotland Road	63,849	62,883	63,695	60,900	63,219	63,721	64,015	70,226	67,000	59,962	0.20%
														0.20%

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS



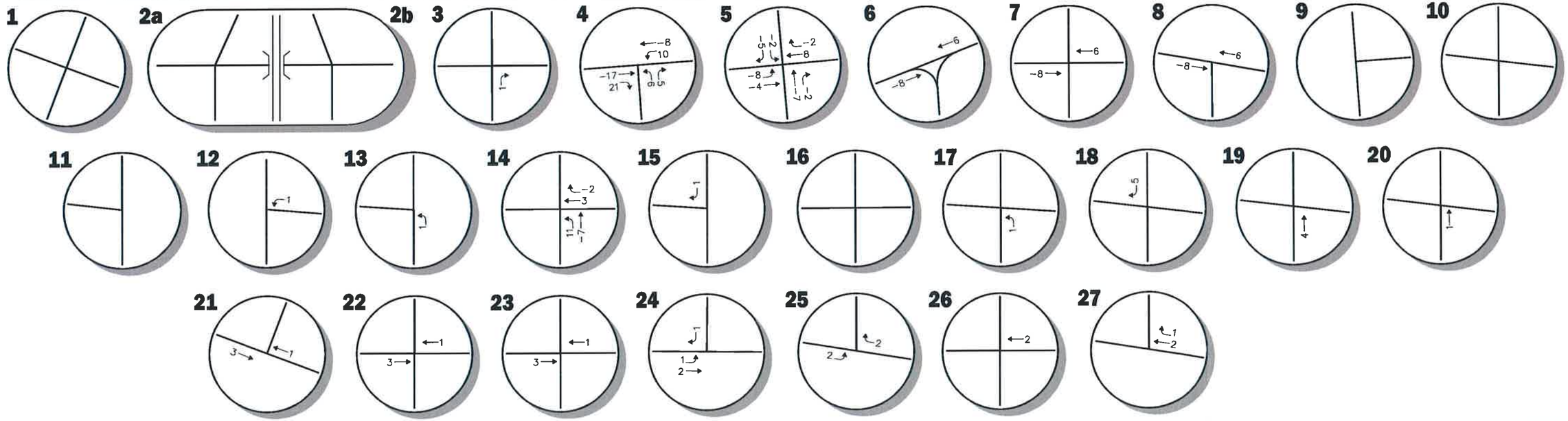


Figure A-1

Intermodal Parking Facility
Weekday Morning
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.
Transportation Engineers & Planners

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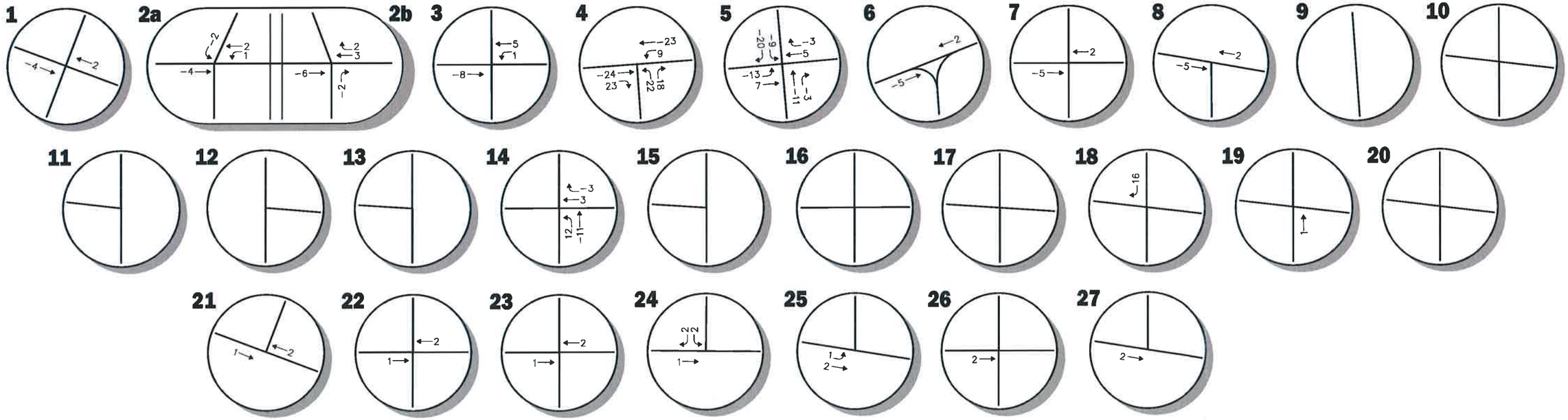


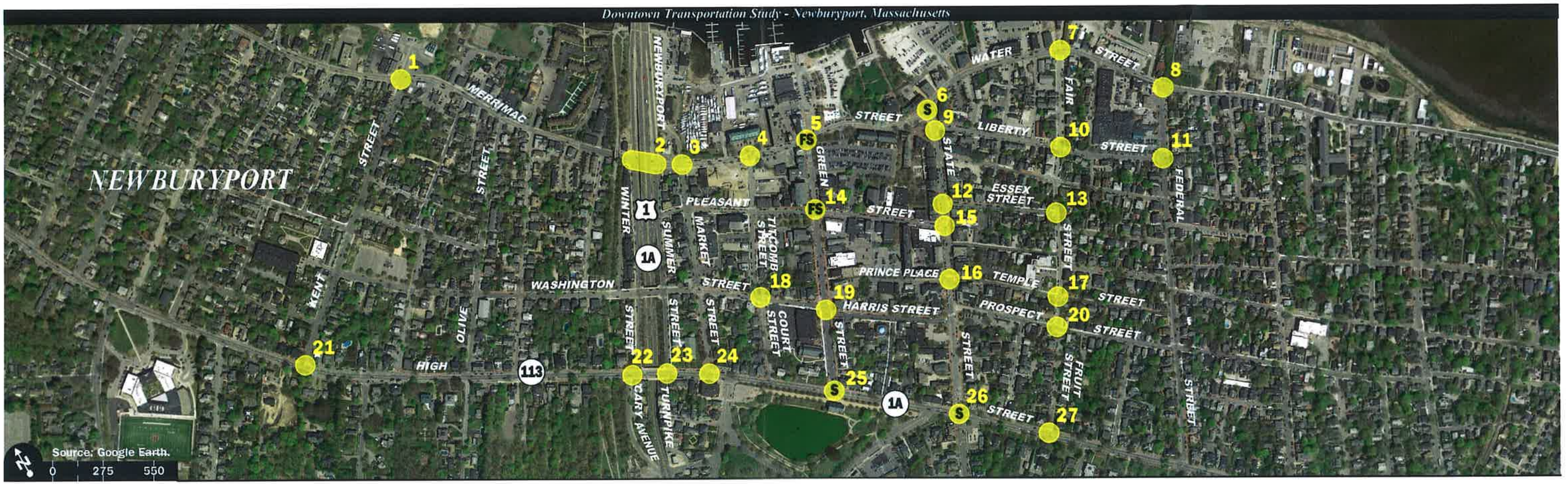
Figure A-2

Intermodal Parking Facility
Weekday Evening
Peak Hour Traffic Volumes

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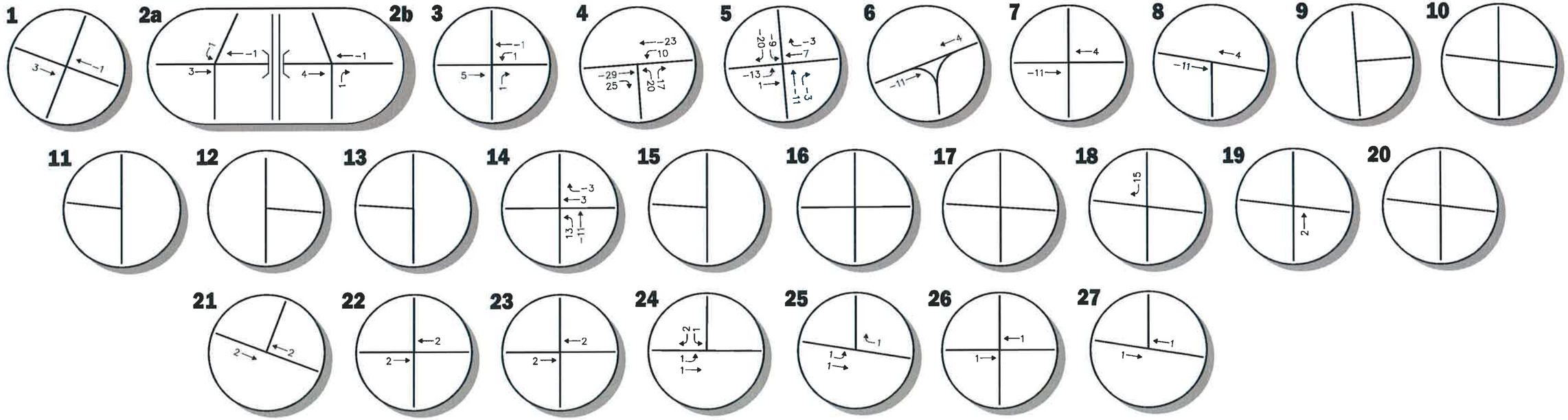


Figure A-3

Intermodal Parking Facility
Saturday Midday
Peak Hour Traffic Volumes

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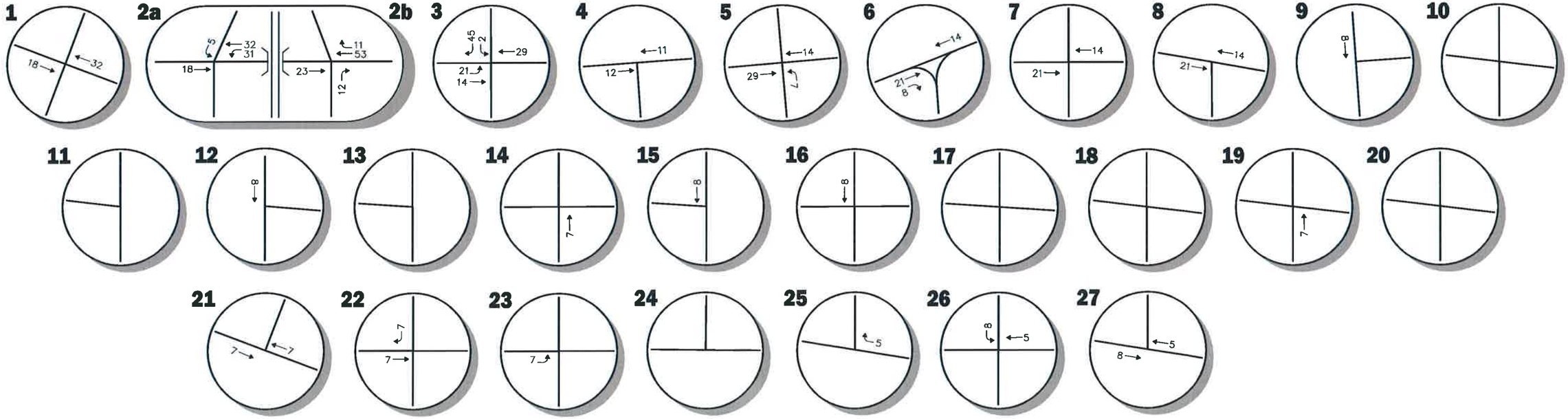


Figure A-4

Waterfront West
Weekday Morning
Peak Hour Traffic Volumes

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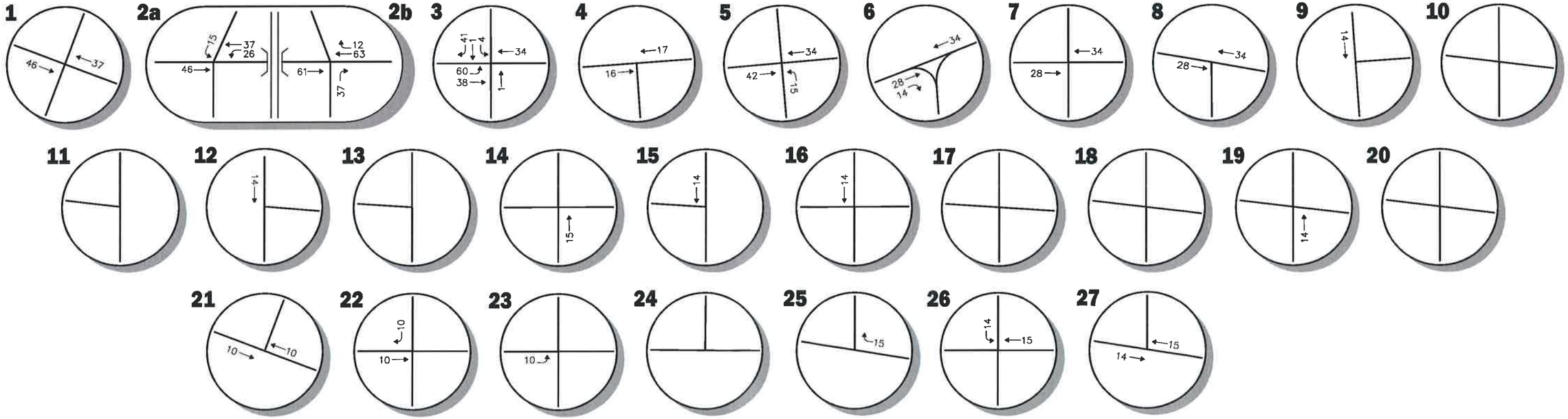


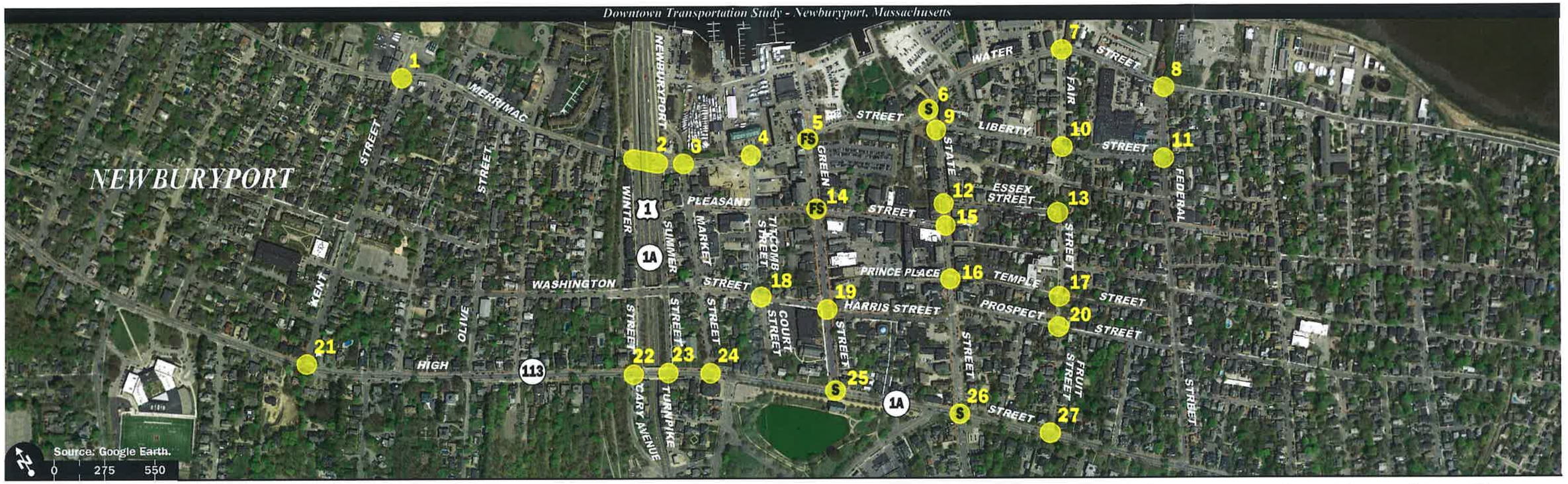
Figure A-5

Waterfront West
Weekday Evening
Peak Hour Traffic Volumes

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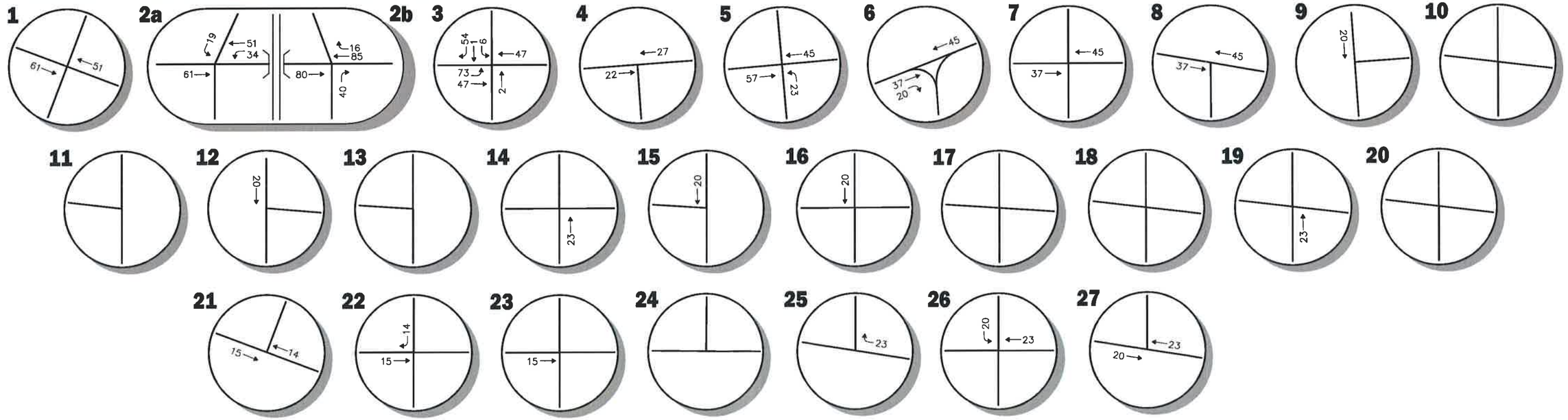


Figure A-6

Waterfront West
Saturday Midday
Peak Hour Traffic Volumes

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ROADWAY CIRCULATION CHANGES TRAFFIC REASSIGNMENT NETWORKS



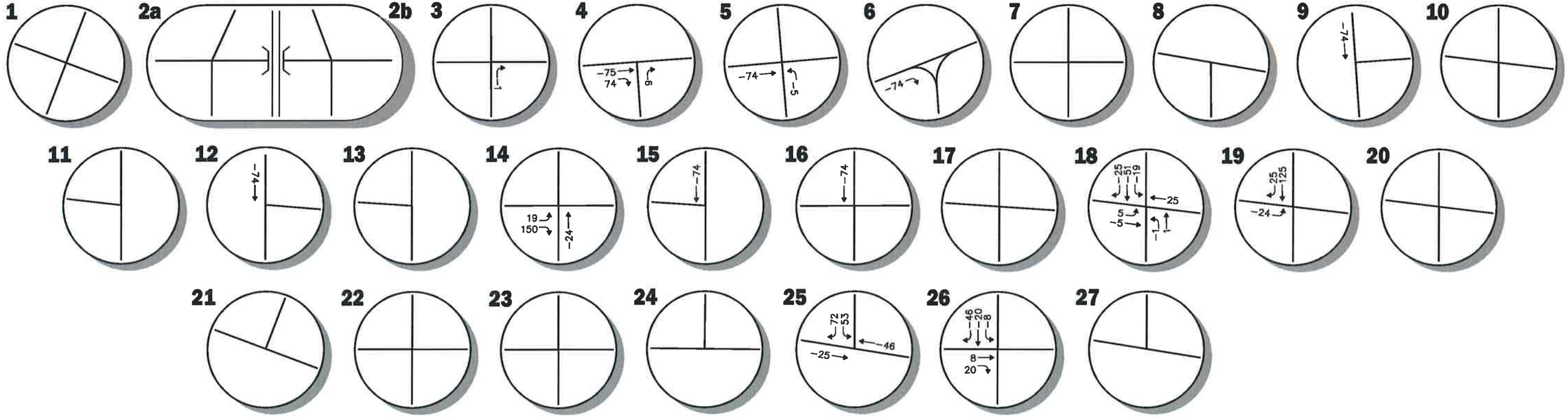


Figure A-7

Roadway Circulation Changes
Traffic Reassignment
Weekday Morning
Peak Hour Traffic Volumes

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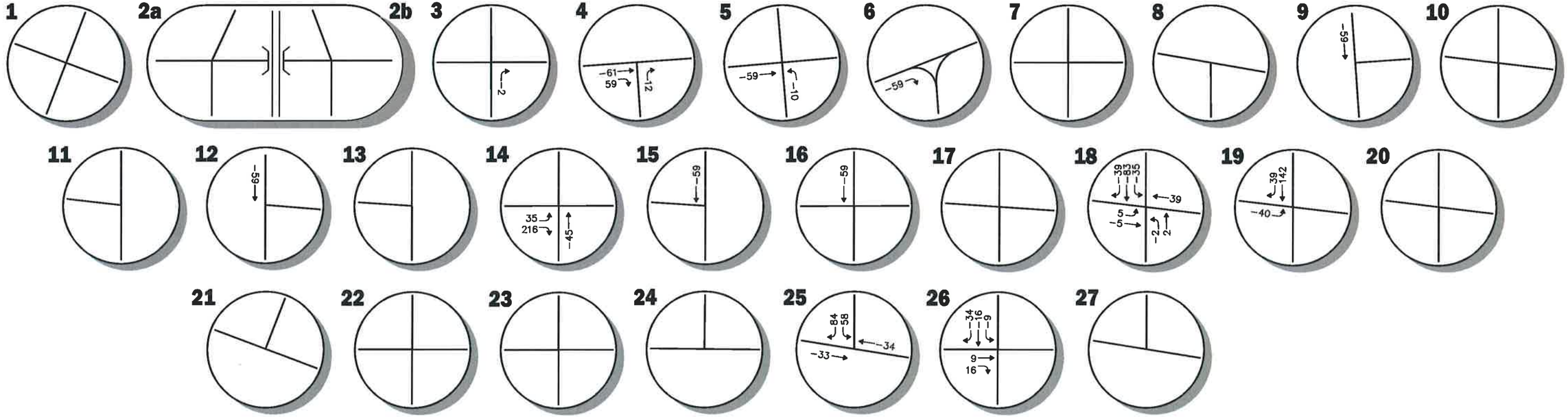


Figure A-8

Roadway Circulation Changes
Traffic Reassignment
Weekday Evening
Peak Hour Traffic Volumes

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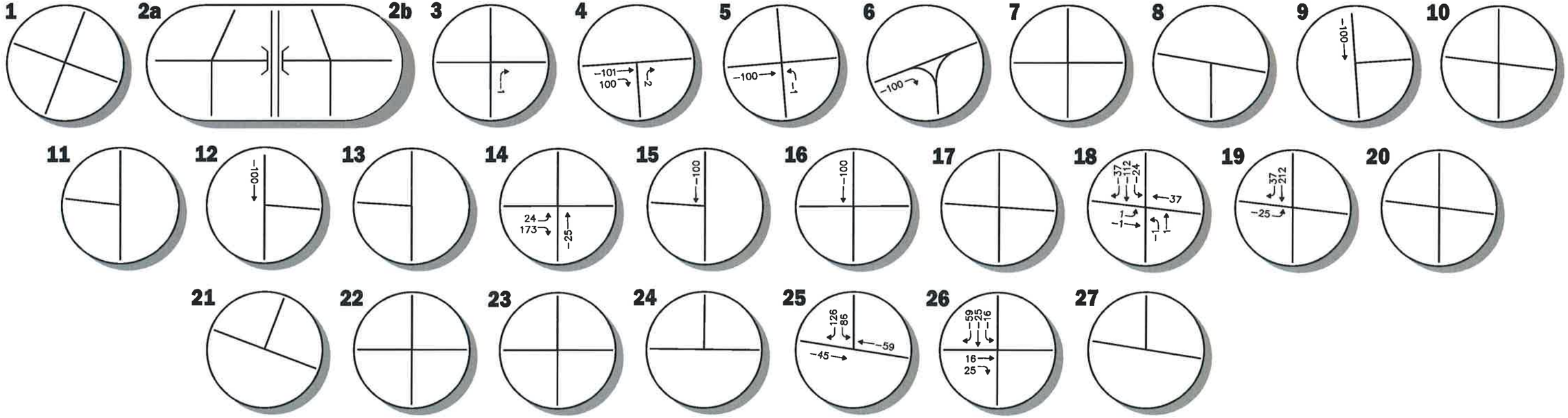


Figure A-9

Roadway Circulation Changes
Traffic Reassignment
Saturday Midday
Peak Hour Traffic Volumes

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CAPACITY ANALYSIS WORKSHEETS

2018 Existing Analysis
2028 Design-Year with Existing Circulation Analysis
2028 Design-Year with Roadway Circulation Changes Analysis

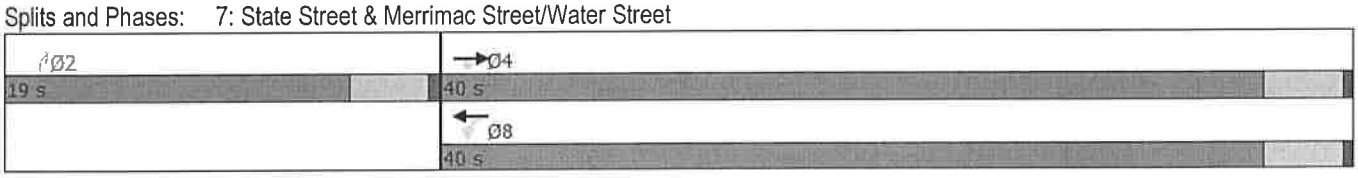
2018 Existing Condition Analysis

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	370	260	31	321	0	0
Future Volume (vph)	370	260	31	321	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Storage Length (ft)		275	75		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1796	1511	1680	1768	0	1796
Flt Permitted			0.422			
Satd. Flow (perm)	1796	1511	746	1768	0	1796
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		283				
Link Speed (mph)	30			30	30	
Link Distance (ft)	605			1108	167	
Travel Time (s)	13.8			25.2	3.8	
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	402	283	36	369	0	0
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Detector Phase	4	4	8	8		2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0		20.0
Total Split (s)	40.0	40.0	40.0	40.0		19.0
Total Split (%)	67.8%	67.8%	67.8%	67.8%		32.2%
Maximum Green (s)	36.0	36.0	36.0	36.0		15.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None		Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	15.2	15.2	15.2	15.2		
Actuated g/C Ratio	0.38	0.38	0.38	0.38		
v/c Ratio	0.58	0.38	0.13	0.54		
Control Delay	13.0	2.8	8.2	12.3		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	13.0	2.8	8.2	12.3		
LOS	B	A	A	B		
Approach Delay	8.8			12.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			B		
Queue Length 50th (ft)	65	0	5	59		
Queue Length 95th (ft)	118	27	15	102		
Internal Link Dist (ft)	525			1028	87	
Turn Bay Length (ft)		275	75			
Base Capacity (vph)	1624	1393	674	1598		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.25	0.20	0.05	0.23		

Intersection Summary			
Area Type:	Other		
Cycle Length: 59			
Actuated Cycle Length: 39.6			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 29.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: State Street & Merrimac Street/Water Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	370	260	31	321	0	0
Future Volume (vph)	370	260	31	321	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1796	1511	1680	1768		
Flt Permitted	1.00	1.00	0.42	1.00		
Satd. Flow (perm)	1796	1511	747	1768		
Peak-hour factor, PHF	0.92	0.92	0.87	0.87	0.92	0.92
Adj. Flow (vph)	402	283	36	369	0	0
RTOR Reduction (vph)	0	174	0	0	0	0
Lane Group Flow (vph)	402	109	36	369	0	0
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Actuated Green, G (s)	15.2	15.2	15.2	15.2		
Effective Green, g (s)	15.2	15.2	15.2	15.2		
Actuated g/C Ratio	0.38	0.38	0.38	0.38		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	691	581	287	680		
v/s Ratio Prot	c0.22			0.21		
v/s Ratio Perm		0.07	0.05			
v/c Ratio	0.58	0.19	0.13	0.54		
Uniform Delay, d1	9.6	8.1	7.9	9.4		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.3	0.2	0.2	0.9		
Delay (s)	10.9	8.2	8.1	10.3		
Level of Service	B	A	A	B		
Approach Delay (s)	9.8			10.1	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	39.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

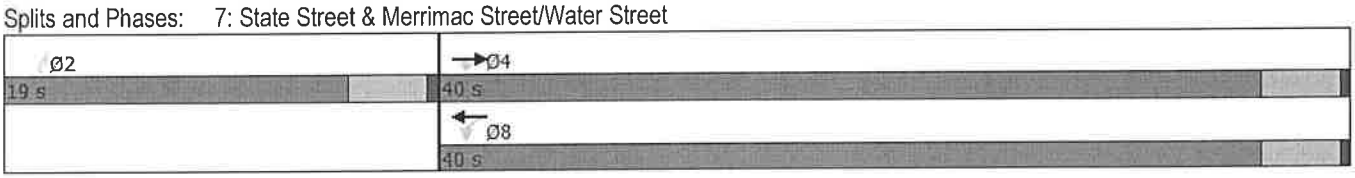
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	**444**	**200**	**86**	**320**	**0**	**0**
Future Volume (vph)	444	200	86	320	0	0
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Grade (%)	11%			12%	11%	
Storage Length (ft)		**275**	**75**		**0**	**0**
Storage Lanes		1	1		0	1
Taper Length (ft)			**25**		**25**	
Satd. Flow (prot)	1778	1526	1680	1768	0	1796
Flt Permitted			**0.347**			
Satd. Flow (perm)	1778	1526	614	1768	0	1796
Right Turn on Red		**Yes**				**Yes**
Satd. Flow (RTOR)		220				
Link Speed (mph)	**30**			**30**	**30**	
Link Distance (ft)	605			1108	167	
Travel Time (s)	**13.8**			**25.2**	**3.8**	
Peak Hour Factor	0.91	0.91	0.98	0.98	0.92	0.92
Heavy Vehicles (%)	**1%**	**0%**	1%	1%	**0%**	**0%**
Shared Lane Traffic (%)						
Lane Group Flow (vph)	488	220	88	327	0	0
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Detector Phase	4	**4**	8	8		**2**
Switch Phase						
Minimum Initial (s)	**4.0**	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0		20.0
Total Split (s)	**40.0**	40.0	40.0	40.0		**19.0**
Total Split (%)	67.8%	67.8%	67.8%	67.8%		32.2%
Maximum Green (s)	**36.0**	36.0	36.0	36.0		**15.0**
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	**0.5**	0.5	0.5	0.5		**0.5**
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	**4.0**	4.0	4.0	4.0		4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None		Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	**11.0**	**11.0**	**11.0**	**11.0**		**11.0**
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	**17.7**	**17.7**	**17.7**	**17.7**		
Actuated g/C Ratio	0.42	0.42	0.42	0.42		
v/c Ratio	**0.66**	**0.29**	**0.34**	**0.44**		
Control Delay	14.0	2.3	11.7	10.2		
Queue Delay	**0.0**	**0.0**	**0.0**	**0.0**		
Total Delay	14.0	2.3	11.7	10.2		
LOS	B	A	B	B		
Approach Delay	10.3			10.5		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B		
Queue Length 50th (ft)	84	0	13	50		
Queue Length 95th (ft)	148	23	36	92		
Internal Link Dist (ft)	525			1028	87	
Turn Bay Length (ft)		275	75			
Base Capacity (vph)	1529	1343	528	1521		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.32	0.16	0.17	0.21		

Intersection Summary

Area Type: Other
Cycle Length: 59
Actuated Cycle Length: 42.2
Natural Cycle: 40
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 34.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: State Street & Merrimac Street/Water Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	**444**	**200**	**86**	**320**	**0**	**0**
Future Volume (vph)	444	200	86	320	0	0
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Grade (%)	11%			12%	11%	
Total Lost time (s)	**4.0**	**4.0**	**4.0**	**4.0**		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	**1.00**	**0.85**	**1.00**	**1.00**		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	**1778**	**1526**	**1680**	**1768**		
Flt Permitted	1.00	1.00	0.35	1.00		
Satd. Flow (perm)	**1778**	**1526**	**614**	**1768**		
Peak-hour factor, PHF	0.91	0.91	0.98	0.98	0.92	0.92
Adj. Flow (vph)	**488**	**220**	**88**	**327**	**0**	**0**
RTOR Reduction (vph)	0	127	0	0	0	0
Lane Group Flow (vph)	**488**	**93**	**88**	**327**	**0**	**0**
Heavy Vehicles (%)	1%	0%	1%	1%	0%	0%
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Actuated Green, G (s)	17.7	17.7	17.7	17.7		
Effective Green, g (s)	17.7	17.7	17.7	17.7		
Actuated g/C Ratio	0.42	0.42	0.42	0.42		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	**749**	**643**	**258**	**745**		
v/s Ratio Prot	c0.27			0.18		
v/s Ratio Perm		0.06	0.14			
v/c Ratio	0.65	0.14	0.34	0.44		
Uniform Delay, d1	**9.7**	**7.5**	**8.2**	**8.6**		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	**2.0**	**0.1**	**0.8**	**0.4**		
Delay (s)	11.7	7.6	9.0	9.0		
Level of Service	B	A	A	A		
Approach Delay (s)	10.4			9.0	0.0	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	**9.9**	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	**42.0**	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

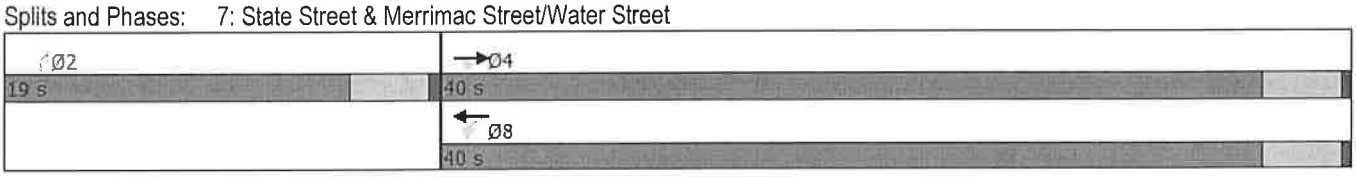
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	449	345	99	368	0	0
Future Volume (vph)	449	345	99	368	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Storage Length (ft)		275	75		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1778	1511	1680	1768	0	1796
Flt Permitted			0.335			
Satd. Flow (perm)	1778	1511	592	1768	0	1796
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		401				
Link Speed (mph)	30			30	30	
Link Distance (ft)	605			1108	167	
Travel Time (s)	13.8			25.2	3.8	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	522	401	111	413	0	0
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Detector Phase	4	4	8	8		2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0		20.0
Total Split (s)	40.0	40.0	40.0	40.0		19.0
Total Split (%)	67.8%	67.8%	67.8%	67.8%		32.2%
Maximum Green (s)	36.0	36.0	36.0	36.0		15.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None		Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	20.8	20.8	20.8	20.8		
Actuated g/C Ratio	0.46	0.46	0.46	0.46		
v/c Ratio	0.64	0.44	0.41	0.51		
Control Delay	12.9	2.5	12.5	10.5		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	12.9	2.5	12.5	10.5		
LOS	B	A	B	B		
Approach Delay	8.4			10.9		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			B		
Queue Length 50th (ft)	92	0	17	68		
Queue Length 95th (ft)	146	23	44	115		
Internal Link Dist (ft)	525			1028	87	
Turn Bay Length (ft)		275	75			
Base Capacity (vph)	1444	1302	480	1436		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.36	0.31	0.23	0.29		

Intersection Summary

Area Type: Other
Cycle Length: 59
Actuated Cycle Length: 45.5
Natural Cycle: 40
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 35.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: State Street & Merrimac Street/Water Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	449	345	99	368	0	0
Future Volume (vph)	449	345	99	368	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1778	1511	1680	1768		
Flt Permitted	1.00	1.00	0.33	1.00		
Satd. Flow (perm)	1778	1511	592	1768		
Peak-hour factor, PHF	0.86	0.86	0.89	0.89	0.92	0.92
Adj. Flow (vph)	522	401	111	413	0	0
RTOR Reduction (vph)	0	217	0	0	0	0
Lane Group Flow (vph)	522	184	111	413	0	0
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Actuated Green, G (s)	20.8	20.8	20.8	20.8		
Effective Green, g (s)	20.8	20.8	20.8	20.8		
Actuated g/C Ratio	0.46	0.46	0.46	0.46		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	816	693	271	811		
v/s Ratio Prot	c0.29			0.23		
v/s Ratio Perm		0.12	0.19			
v/c Ratio	0.64	0.27	0.41	0.51		
Uniform Delay, d1	9.4	7.5	8.2	8.6		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.7	0.2	1.0	0.5		
Delay (s)	11.0	7.8	9.2	9.2		
Level of Service	B	A	A	A		
Approach Delay (s)	9.6			9.2	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	45.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

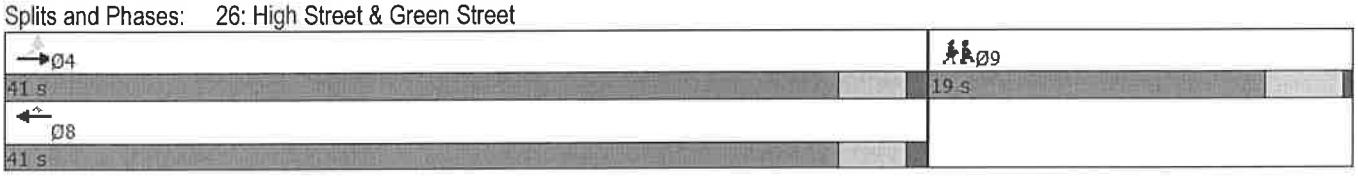
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	163	327	464	108	0	0	
Future Volume (vph)	163	327	464	108	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	12	12	
Storage Length (ft)	100			100	0	0	
Storage Lanes	1			1	0	0	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1668	1801	1818	1546	0	0	
Flt Permitted	0.300						
Satd. Flow (perm)	527	1801	1818	1546	0	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				129			
Link Speed (mph)		30	30		30		
Link Distance (ft)		760	697		492		
Travel Time (s)		17.3	15.8		11.2		
Peak Hour Factor	0.87	0.87	0.84	0.84	0.92	0.92	
Heavy Vehicles (%)	1%	2%	1%	1%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	187	376	552	129	0	0	
Turn Type	Perm	NA	NA	Perm			
Protected Phases		4	8				9
Permitted Phases	4			8			
Detector Phase	4	4	8	8			
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0			4.0
Minimum Split (s)	20.0	20.0	20.0	20.0			19.0
Total Split (s)	41.0	41.0	41.0	41.0			19.0
Total Split (%)	68.3%	68.3%	68.3%	68.3%			32%
Maximum Green (s)	37.0	37.0	37.0	37.0			15.0
Yellow Time (s)	3.0	3.0	3.0	3.0			3.5
All-Red Time (s)	1.0	1.0	1.0	1.0			0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0	4.0	4.0			
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0			3.0
Recall Mode	Min	Min	Min	Min			Max
Walk Time (s)	5.0	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0			30
Act Effct Green (s)	19.7	19.7	19.7	19.7			
Actuated g/C Ratio	0.44	0.44	0.44	0.44			
v/c Ratio	0.80	0.47	0.68	0.17			
Control Delay	36.7	10.1	14.1	2.0			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	36.7	10.1	14.1	2.0			
LOS	D	B	B	A			
Approach Delay		19.0	11.8				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Approach LOS		B	B				
Queue Length 50th (ft)	36	59	99	0			
Queue Length 95th (ft)	#111	98	150	14			
Internal Link Dist (ft)		680	617		412		
Turn Bay Length (ft)	100			100			
Base Capacity (vph)	446	1525	1539	1329			
Starvation Cap Reductn	0	0	0	0			
Spillback Cap Reductn	0	0	0	0			
Storage Cap Reductn	0	0	0	0			
Reduced v/c Ratio	0.42	0.25	0.36	0.10			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 44.3
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 40.1% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: High Street & Green Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	163	327	464	108	0	0
Future Volume (vph)	163	327	464	108	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	11	11	11	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1668	1801	1818	1546		
Flt Permitted	0.30	1.00	1.00	1.00		
Satd. Flow (perm)	526	1801	1818	1546		
Peak-hour factor, PHF	0.87	0.87	0.84	0.84	0.92	0.92
Adj. Flow (vph)	187	376	552	129	0	0
RTOR Reduction (vph)	0	0	0	71	0	0
Lane Group Flow (vph)	187	376	552	58	0	0
Heavy Vehicles (%)	1%	2%	1%	1%	2%	2%
Turn Type	Perm	NA	NA	Perm		
Protected Phases		4	8			
Permitted Phases	4			8		
Actuated Green, G (s)	19.7	19.7	19.7	19.7		
Effective Green, g (s)	19.7	19.7	19.7	19.7		
Actuated g/C Ratio	0.45	0.45	0.45	0.45		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	234	804	812	690		
v/s Ratio Prot		0.21	0.30			
v/s Ratio Perm	c0.36			0.04		
v/c Ratio	0.80	0.47	0.68	0.08		
Uniform Delay, d1	10.5	8.5	9.7	7.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	17.1	0.4	2.3	0.1		
Delay (s)	27.6	9.0	12.0	7.1		
Level of Service	C	A	B	A		
Approach Delay (s)		15.2	11.0		0.0	
Approach LOS		B	B		A	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	44.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

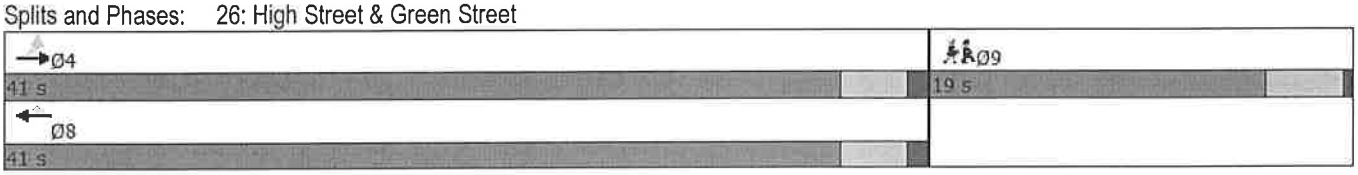
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	166	401	611	91	0	0	
Future Volume (vph)	166	401	611	91	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	12	12	
Storage Length (ft)	100			100	0	0	
Storage Lanes	1			1	0	0	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1685	1818	1837	1561	0	0	
Flt Permitted	0.244						
Satd. Flow (perm)	433	1818	1837	1561	0	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				95			
Link Speed (mph)		30	30		30		
Link Distance (ft)		760	697		492		
Travel Time (s)		17.3	15.8		11.2		
Peak Hour Factor	0.97	0.97	0.96	0.96	0.92	0.92	
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	171	413	636	95	0	0	
Turn Type	Perm	NA	NA	Perm			
Protected Phases		4	8				9
Permitted Phases	4			8			
Detector Phase	4	4	8	8			
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0			4.0
Minimum Split (s)	20.0	20.0	20.0	20.0			19.0
Total Split (s)	41.0	41.0	41.0	41.0			19.0
Total Split (%)	68.3%	68.3%	68.3%	68.3%			32%
Maximum Green (s)	37.0	37.0	37.0	37.0			15.0
Yellow Time (s)	3.0	3.0	3.0	3.0			3.5
All-Red Time (s)	1.0	1.0	1.0	1.0			0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0	4.0	4.0			
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0			3.0
Recall Mode	Min	Min	Min	Min			Max
Walk Time (s)	5.0	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0			30
Act Effct Green (s)	22.2	22.2	22.2	22.2			
Actuated g/C Ratio	0.47	0.47	0.47	0.47			
v/c Ratio	0.84	0.48	0.73	0.12			
Control Delay	45.3	9.8	14.9	1.9			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	45.3	9.8	14.9	1.9			
LOS	D	A	B	A			
Approach Delay		20.2	13.2				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Approach LOS		C	B				
Queue Length 50th (ft)	35	67	122	0			
Queue Length 95th (ft)	#135	113	203	14			
Internal Link Dist (ft)		680	617		412		
Turn Bay Length (ft)	100			100			
Base Capacity (vph)	350	1473	1488	1283			
Starvation Cap Reductn	0	0	0	0			
Spillback Cap Reductn	0	0	0	0			
Storage Cap Reductn	0	0	0	0			
Reduced v/c Ratio	0.49	0.28	0.43	0.07			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 46.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 48.0% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: High Street & Green Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	166	401	611	91	0	0
Future Volume (vph)	166	401	611	91	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	11	11	11	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1685	1818	1837	1561		
Flt Permitted	0.24	1.00	1.00	1.00		
Satd. Flow (perm)	433	1818	1837	1561		
Peak-hour factor, PHF	0.97	0.97	0.96	0.96	0.92	0.92
Adj. Flow (vph)	171	413	636	95	0	0
RTOR Reduction (vph)	0	0	0	50	0	0
Lane Group Flow (vph)	171	413	636	45	0	0
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%
Turn Type	Perm	NA	NA	Perm		
Protected Phases		4	8			
Permitted Phases	4			8		
Actuated Green, G (s)	22.2	22.2	22.2	22.2		
Effective Green, g (s)	22.2	22.2	22.2	22.2		
Actuated g/C Ratio	0.48	0.48	0.48	0.48		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	205	864	873	742		
v/s Ratio Prot		0.23	0.35			
v/s Ratio Perm	c0.39			0.03		
v/c Ratio	0.83	0.48	0.73	0.06		
Uniform Delay, d1	10.6	8.3	9.8	6.6		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	24.3	0.4	3.1	0.0		
Delay (s)	34.9	8.7	12.9	6.7		
Level of Service	C	A	B	A		
Approach Delay (s)		16.4	12.1		0.0	
Approach LOS		B	B		A	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	46.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

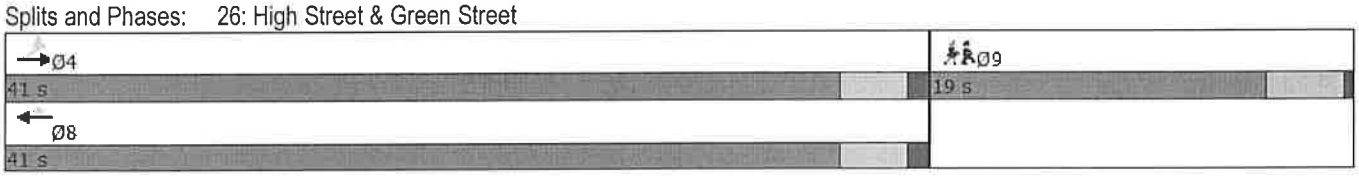
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	144	401	603	98	0	0	
Future Volume (vph)	144	401	603	98	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	12	12	
Storage Length (ft)	100			100	0	0	
Storage Lanes	1			1	0	0	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1668	1818	1818	1561	0	0	
Flt Permitted	0.230						
Satd. Flow (perm)	404	1818	1818	1561	0	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				108			
Link Speed (mph)		30	30		30		
Link Distance (ft)		760	697		492		
Travel Time (s)		17.3	15.8		11.2		
Peak Hour Factor	0.89	0.89	0.91	0.91	0.92	0.92	
Heavy Vehicles (%)	1%	1%	1%	0%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	162	451	663	108	0	0	
Turn Type	Perm	NA	NA	Perm			
Protected Phases		4	8				9
Permitted Phases	4			8			
Detector Phase	4	4	8	8			
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0			4.0
Minimum Split (s)	20.0	20.0	20.0	20.0			19.0
Total Split (s)	41.0	41.0	41.0	41.0			19.0
Total Split (%)	68.3%	68.3%	68.3%	68.3%			32%
Maximum Green (s)	37.0	37.0	37.0	37.0			15.0
Yellow Time (s)	3.0	3.0	3.0	3.0			3.5
All-Red Time (s)	1.0	1.0	1.0	1.0			0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0	4.0	4.0			
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0			3.0
Recall Mode	Min	Min	Min	Min			Max
Walk Time (s)	5.0	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0			30
Act Effct Green (s)	23.3	23.3	23.3	23.3			
Actuated g/C Ratio	0.49	0.49	0.49	0.49			
v/c Ratio	0.83	0.51	0.75	0.13			
Control Delay	45.4	10.1	15.5	1.8			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	45.4	10.1	15.5	1.8			
LOS	D	B	B	A			
Approach Delay		19.4	13.6				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Approach LOS		B	B				
Queue Length 50th (ft)	34	75	131	0			
Queue Length 95th (ft)	#130	124	218	14			
Internal Link Dist (ft)		680	617		412		
Turn Bay Length (ft)	100			100			
Base Capacity (vph)	321	1444	1444	1262			
Starvation Cap Reductn	0	0	0	0			
Spillback Cap Reductn	0	0	0	0			
Storage Cap Reductn	0	0	0	0			
Reduced v/c Ratio	0.50	0.31	0.46	0.09			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 48
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 46.4% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: High Street & Green Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	144	401	603	98	0	0
Future Volume (vph)	144	401	603	98	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	11	11	11	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1668	1818	1818	1561		
Flt Permitted	0.23	1.00	1.00	1.00		
Satd. Flow (perm)	404	1818	1818	1561		
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.92	0.92
Adj. Flow (vph)	162	451	663	108	0	0
RTOR Reduction (vph)	0	0	0	55	0	0
Lane Group Flow (vph)	162	451	663	53	0	0
Heavy Vehicles (%)	1%	1%	1%	0%	2%	2%
Turn Type	Perm	NA	NA	Perm		
Protected Phases		4	8			
Permitted Phases	4			8		
Actuated Green, G (s)	23.2	23.2	23.2	23.2		
Effective Green, g (s)	23.2	23.2	23.2	23.2		
Actuated g/C Ratio	0.49	0.49	0.49	0.49		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	196	884	884	759		
v/s Ratio Prot		0.25	0.36			
v/s Ratio Perm	c0.40			0.03		
v/c Ratio	0.83	0.51	0.75	0.07		
Uniform Delay, d1	10.5	8.4	9.9	6.5		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	23.9	0.5	3.6	0.0		
Delay (s)	34.4	8.9	13.5	6.5		
Level of Service	C	A	B	A		
Approach Delay (s)		15.6	12.5		0.0	
Approach LOS		B	B		A	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	47.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	307	31	37	357	0	91	0	111	24	80	184
Future Volume (vph)	0	307	31	37	357	0	91	0	111	24	80	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	12	12	12	12	16	12	15
Storage Length (ft)	0		75	75		0	100		0	0		100
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1863	1370	1685	1818	0	1787	0	1599	2046	1900	1777
Flt Permitted				0.367			0.950			0.950		
Satd. Flow (perm)	0	1863	1370	651	1818	0	1787	0	1599	2046	1900	1777
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			1153			239			654	
Travel Time (s)		15.8			26.2			5.4			14.9	
Peak Hour Factor	0.85	0.85	0.85	0.76	0.76	0.76	0.78	0.78	0.78	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	10%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	361	36	49	470	0	117	0	142	27	89	204
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Minimum Split (s)		21.0	21.0	21.0	21.0		16.0		16.0	21.0	21.0	21.0
Total Split (s)		30.0	30.0	30.0	30.0		16.0		16.0	21.0	21.0	21.0
Total Split (%)		34.5%	34.5%	34.5%	34.5%		18.4%		18.4%	24.1%	24.1%	24.1%
Maximum Green (s)		25.0	25.0	25.0	25.0		11.0		11.0	16.0	16.0	16.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		None		None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		22.9	22.9	22.9	22.9		11.3		11.3	13.7	13.7	13.7
Actuated g/C Ratio		0.34	0.34	0.34	0.34		0.17		0.17	0.20	0.20	0.20
v/c Ratio		0.57	0.08	0.22	0.76		0.39		0.53	0.06	0.23	0.56
Control Delay		25.1	20.1	23.6	32.2		34.4		39.1	27.1	28.2	34.2
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		25.1	20.1	23.6	32.2		34.4		39.1	27.1	28.2	34.2
LOS		C	C	C	C		C		D	C	C	C
Approach Delay		24.7			31.4			37.0			32.0	

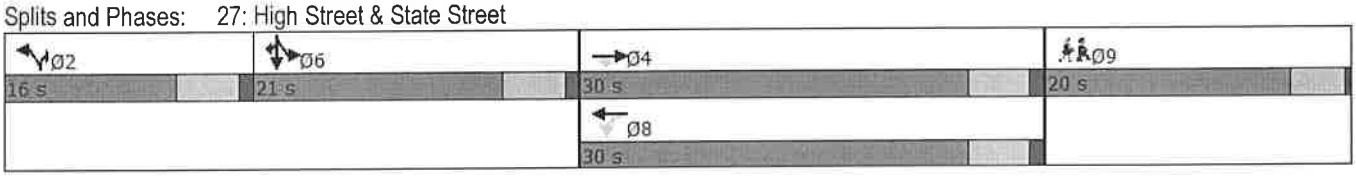
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	23%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		98	8	12	138		39		48	8	28	69
Queue Length 95th (ft)		246	34	41	287		96		115	34	83	173
Internal Link Dist (ft)		617			1073			159			574	
Turn Bay Length (ft)			75	75			100					100
Base Capacity (vph)		777	571	271	758		344		308	558	518	485
Starvation Cap Reductn		0	0	0	0		0		0	0	0	0
Spillback Cap Reductn		0	0	0	0		0		0	0	0	0
Storage Cap Reductn		0	0	0	0		0		0	0	0	0
Reduced v/c Ratio		0.46	0.06	0.18	0.62		0.34		0.46	0.05	0.17	0.42

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 66.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 45.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: High Street & State Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	307	31	37	357	0	91	0	111	24	80	184
Future Volume (vph)	0	307	31	37	357	0	91	0	111	24	80	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	11	12	12	12	12	16	12	15
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1863	1370	1685	1818		1787		1599	2046	1900	1776
Flt Permitted		1.00	1.00	0.37	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (perm)		1863	1370	651	1818		1787		1599	2046	1900	1776
Peak-hour factor, PHF	0.85	0.85	0.85	0.76	0.76	0.76	0.78	0.78	0.78	0.90	0.90	0.90
Adj. Flow (vph)	0	361	36	49	470	0	117	0	142	27	89	204
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	361	36	49	470	0	117	0	142	27	89	204
Heavy Vehicles (%)	0%	2%	10%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Actuated Green, G (s)		21.8	21.8	21.8	21.8		10.2		10.2	12.6	12.6	12.6
Effective Green, g (s)		22.8	22.8	22.8	22.8		11.2		11.2	13.6	13.6	13.6
Actuated g/C Ratio		0.33	0.33	0.33	0.33		0.16		0.16	0.20	0.20	0.20
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		620	456	216	605		292		261	406	377	352
v/s Ratio Prot		0.19			c0.26		0.07		c0.09	0.01	0.05	c0.11
v/s Ratio Perm			0.03	0.08								
v/c Ratio		0.58	0.08	0.23	0.78		0.40		0.54	0.07	0.24	0.58
Uniform Delay, d1		18.9	15.7	16.5	20.6		25.6		26.3	22.3	23.1	24.9
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		1.4	0.1	0.5	6.2		0.9		2.3	0.1	0.3	2.3
Delay (s)		20.3	15.7	17.0	26.8		26.5		28.6	22.4	23.4	27.2
Level of Service		C	B	B	C		C		C	C	C	C
Approach Delay (s)		19.9			25.9			27.7			25.7	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	68.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	494	18	33	355	0	118	0	188	47	101	224
Future Volume (vph)	0	494	18	33	355	0	118	0	188	47	101	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	12	12	12	12	16	12	15
Storage Length (ft)	0		75	75		0	100		0	0		100
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	1507	1636	1837	0	1805	0	1615	2046	1900	1759
Flt Permitted				0.162			0.950			0.950		
Satd. Flow (perm)	0	1881	1507	279	1837	0	1805	0	1615	2046	1900	1759
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			1153			239			654	
Travel Time (s)		15.8			26.2			5.4			14.9	
Peak Hour Factor	0.95	0.95	0.95	0.82	0.82	0.82	0.73	0.73	0.73	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	520	19	40	433	0	162	0	258	55	117	260
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Minimum Split (s)		21.0	21.0	21.0	21.0		16.0		16.0	21.0	21.0	21.0
Total Split (s)		30.0	30.0	30.0	30.0		18.0		18.0	19.0	19.0	19.0
Total Split (%)		34.5%	34.5%	34.5%	34.5%		20.7%		20.7%	21.8%	21.8%	21.8%
Maximum Green (s)		25.0	25.0	25.0	25.0		13.0		13.0	14.0	14.0	14.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		None		None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		24.8	24.8	24.8	24.8		14.4		14.4	14.7	14.7	14.7
Actuated g/C Ratio		0.34	0.34	0.34	0.34		0.20		0.20	0.20	0.20	0.20
v/c Ratio		0.82	0.04	0.43	0.70		0.46		0.81	0.13	0.30	0.73
Control Delay		36.7	20.4	39.9	30.3		34.2		53.8	28.8	30.7	44.3
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		36.7	20.4	39.9	30.3		34.2		53.8	28.8	30.7	44.3
LOS		D	C	D	C		C		D	C	C	D
Approach Delay		36.2			31.1			46.2			38.7	

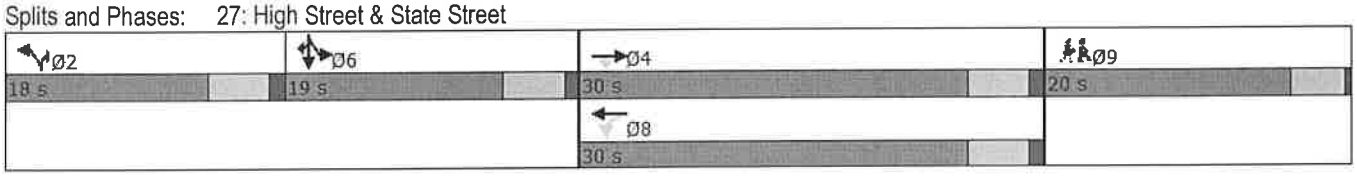
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	23%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			D			D	
Queue Length 50th (ft)		175	5	11	138		58		100	18	40	98
Queue Length 95th (ft)		#466	23	#53	289		115		#210	55	102	#253
Internal Link Dist (ft)		617			1073			159			574	
Turn Bay Length (ft)			75	75			100					100
Base Capacity (vph)		688	551	102	672		355		318	432	401	371
Starvation Cap Reductn		0	0	0	0		0		0	0	0	0
Spillback Cap Reductn		0	0	0	0		0		0	0	0	0
Storage Cap Reductn		0	0	0	0		0		0	0	0	0
Reduced v/c Ratio		0.76	0.03	0.39	0.64		0.46		0.81	0.13	0.29	0.70

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 72.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 37.7 Intersection LOS: D
Intersection Capacity Utilization 51.0% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: High Street & State Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	494	18	33	355	0	118	0	188	47	101	224
Future Volume (vph)	0	494	18	33	355	0	118	0	188	47	101	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	11	12	12	12	12	16	12	15
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1881	1507	1636	1837		1805		1615	2046	1900	1759
Flt Permitted		1.00	1.00	0.16	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (perm)		1881	1507	279	1837		1805		1615	2046	1900	1759
Peak-hour factor, PHF	0.95	0.95	0.95	0.82	0.82	0.82	0.73	0.73	0.73	0.86	0.86	0.86
Adj. Flow (vph)	0	520	19	40	433	0	162	0	258	55	117	260
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	520	19	40	433	0	162	0	258	55	117	260
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	1%
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Actuated Green, G (s)		23.7	23.7	23.7	23.7		13.3		13.3	13.7	13.7	13.7
Effective Green, g (s)		24.7	24.7	24.7	24.7		14.3		14.3	14.7	14.7	14.7
Actuated g/C Ratio		0.33	0.33	0.33	0.33		0.19		0.19	0.20	0.20	0.20
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		618	495	91	604		343		307	400	371	344
v/s Ratio Prot		c0.28			0.24		0.09		c0.16	0.03	0.06	c0.15
v/s Ratio Perm			0.01	0.14								
v/c Ratio		0.84	0.04	0.44	0.72		0.47		0.84	0.14	0.32	0.76
Uniform Delay, d1		23.4	17.1	19.8	22.1		27.0		29.3	25.0	25.9	28.5
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		10.1	0.0	3.4	4.1		1.0		18.3	0.2	0.5	9.1
Delay (s)		33.5	17.2	23.1	26.2		28.1		47.6	25.1	26.4	37.6
Level of Service		C	B	C	C		C		D	C	C	D
Approach Delay (s)		32.9			25.9			40.1			33.0	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	75.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	473	35	27	423	0	98	0	118	48	106	251
Future Volume (vph)	0	473	35	27	423	0	98	0	118	48	106	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	12	12	12	12	16	12	15
Storage Length (ft)	0		75	75		0	100		0	0		100
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	1507	1620	1837	0	1805	0	1599	2046	1900	1742
Flt Permitted				0.176			0.950			0.950		
Satd. Flow (perm)	0	1881	1507	300	1837	0	1805	0	1599	2046	1900	1742
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			1153			239			654	
Travel Time (s)		15.8			26.2			5.4			14.9	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.78	0.78	0.78	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	520	38	32	504	0	126	0	151	50	110	261
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Minimum Split (s)		21.0	21.0	21.0	21.0		16.0		16.0	21.0	21.0	21.0
Total Split (s)		30.0	30.0	30.0	30.0		16.0		16.0	21.0	21.0	21.0
Total Split (%)		34.5%	34.5%	34.5%	34.5%		18.4%		18.4%	24.1%	24.1%	24.1%
Maximum Green (s)		25.0	25.0	25.0	25.0		11.0		11.0	16.0	16.0	16.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		None		None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		24.7	24.7	24.7	24.7		11.4		11.4	15.5	15.5	15.5
Actuated g/C Ratio		0.35	0.35	0.35	0.35		0.16		0.16	0.22	0.22	0.22
v/c Ratio		0.79	0.07	0.31	0.79		0.43		0.59	0.11	0.26	0.69
Control Delay		34.5	20.2	31.7	34.5		36.2		42.3	27.0	28.6	39.3
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		34.5	20.2	31.7	34.5		36.2		42.3	27.0	28.6	39.3
LOS		C	C	C	C		D		D	C	C	D
Approach Delay		33.6			34.3			39.5			35.0	

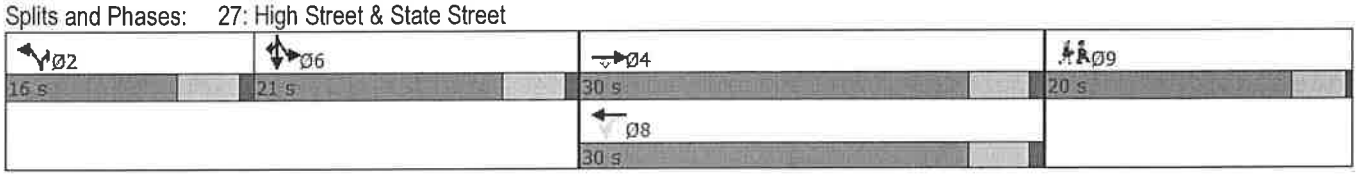
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	23%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			D			D	
Queue Length 50th (ft)		173	9	9	168		46		57	16	36	94
Queue Length 95th (ft)		#466	38	40	#402		102		122	53	99	#252
Internal Link Dist (ft)		617			1073			159			574	
Turn Bay Length (ft)			75	75			100					100
Base Capacity (vph)		724	580	115	707		320		284	514	478	438
Starvation Cap Reductn		0	0	0	0		0		0	0	0	0
Spillback Cap Reductn		0	0	0	0		0		0	0	0	0
Storage Cap Reductn		0	0	0	0		0		0	0	0	0
Reduced v/c Ratio		0.72	0.07	0.28	0.71		0.39		0.53	0.10	0.23	0.60

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 70.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 35.1 Intersection LOS: D
Intersection Capacity Utilization 53.2% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: High Street & State Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	473	35	27	423	0	98	0	118	48	106	251
Future Volume (vph)	0	473	35	27	423	0	98	0	118	48	106	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	11	12	12	12	12	16	12	15
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1881	1507	1620	1837		1805		1599	2046	1900	1742
Flt Permitted		1.00	1.00	0.18	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (perm)		1881	1507	299	1837		1805		1599	2046	1900	1742
Peak-hour factor, PHF	0.91	0.91	0.91	0.84	0.84	0.84	0.78	0.78	0.78	0.96	0.96	0.96
Adj. Flow (vph)	0	520	38	32	504	0	126	0	151	50	110	261
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	520	38	32	504	0	126	0	151	50	110	261
Heavy Vehicles (%)	0%	1%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Actuated Green, G (s)		23.7	23.7	23.7	23.7		10.4		10.4	14.4	14.4	14.4
Effective Green, g (s)		24.7	24.7	24.7	24.7		11.4		11.4	15.4	15.4	15.4
Actuated g/C Ratio		0.34	0.34	0.34	0.34		0.16		0.16	0.21	0.21	0.21
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		639	512	101	624		283		250	433	402	369
v/s Ratio Prot		c0.28			0.27		0.07		c0.09	0.02	0.06	c0.15
v/s Ratio Perm			0.03	0.11								
v/c Ratio		0.81	0.07	0.32	0.81		0.45		0.60	0.12	0.27	0.71
Uniform Delay, d1		21.9	16.3	17.8	21.8		27.8		28.5	23.1	24.0	26.6
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		7.8	0.1	1.8	7.6		1.1		4.1	0.1	0.4	6.1
Delay (s)		29.7	16.3	19.6	29.4		28.9		32.6	23.3	24.3	32.6
Level of Service		C	B	B	C		C		C	C	C	C
Approach Delay (s)		28.8			28.8			30.9			29.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	72.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	526	19	30	357	3	24	0	28	3	2	1
Future Volume (vph)	3	526	19	30	357	3	24	0	28	3	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1869	0	0	2081	0	0	1950	0	0	2066	0
Flt Permitted					0.996			0.977			0.976	
Satd. Flow (perm)	0	1869	0	0	2081	0	0	1950	0	0	2066	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		280			1813			1760			275	
Travel Time (s)		6.4			41.2			40.0			6.3	
Peak Hour Factor	0.81	0.81	0.81	0.98	0.98	0.98	0.77	0.77	0.77	0.75	0.75	0.75
Heavy Vehicles (%)	0%	1%	5%	3%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	676	0	0	398	0	0	67	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	526	19	30	357	3	24	0	28	3	2	1
Future Vol, veh/h	3	526	19	30	357	3	24	0	28	3	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	98	98	98	77	77	77	75	75	75
Heavy Vehicles, %	0	1	5	3	3	0	0	0	0	0	0	0
Mvmt Flow	4	649	23	31	364	3	31	0	36	4	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	672	0	0	1099	1098	661	1115	1108	366
Stage 1	-	-	-	-	-	-	669	669	-	428	428	-
Stage 2	-	-	-	-	-	-	430	429	-	687	680	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.227	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1203	-	-	914	-	-	192	215	466	187	212	684
Stage 1	-	-	-	-	-	-	450	459	-	609	588	-
Stage 2	-	-	-	-	-	-	607	587	-	440	454	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1203	-	-	914	-	-	183	205	466	166	202	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	205	-	166	202	-
Stage 1	-	-	-	-	-	-	448	457	-	606	563	-
Stage 2	-	-	-	-	-	-	577	562	-	404	452	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	22.6	23.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	272	1203	-	-	914	-	-	204
HCM Lane V/C Ratio	0.248	0.003	-	-	0.033	-	-	0.039
HCM Control Delay (s)	22.6	8	0	-	9.1	0	-	23.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	611	53	36	434	8	31	8	61	3	0	4
Future Volume (vph)	5	611	53	36	434	8	31	8	61	3	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1879	0	0	2140	0	0	1945	0	0	1950	0
Flt Permitted					0.996			0.985			0.978	
Satd. Flow (perm)	0	1879	0	0	2140	0	0	1945	0	0	1950	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		280			1813			1760			275	
Travel Time (s)		6.4			41.2			40.0			6.3	
Peak Hour Factor	0.95	0.95	0.95	0.82	0.82	0.82	0.86	0.86	0.86	0.35	0.35	0.35
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	704	0	0	583	0	0	116	0	0	20	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	611	53	36	434	8	31	8	61	3	0	4
Future Vol, veh/h	5	611	53	36	434	8	31	8	61	3	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	82	82	82	86	86	86	35	35	35
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	643	56	44	529	10	36	9	71	9	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	539	0	0	699	0	0	1309	1308	671	1343	1331	534
Stage 1	-	-	-	-	-	-	681	681	-	622	622	-
Stage 2	-	-	-	-	-	-	628	627	-	721	709	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1040	-	-	907	-	-	138	161	460	130	156	550
Stage 1	-	-	-	-	-	-	444	453	-	478	482	-
Stage 2	-	-	-	-	-	-	474	479	-	422	440	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1040	-	-	907	-	-	127	149	460	99	144	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	149	-	99	144	-
Stage 1	-	-	-	-	-	-	440	449	-	474	449	-
Stage 2	-	-	-	-	-	-	432	446	-	347	436	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.7	35.2	26.7
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	232	1040	-	-	907	-	-	186
HCM Lane V/C Ratio	0.501	0.005	-	-	0.048	-	-	0.108
HCM Control Delay (s)	35.2	8.5	0	-	9.2	0	-	26.7
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.6	0	-	-	0.2	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	434	27	35	420	5	27	7	43	4	0	7
Future Volume (vph)	6	434	27	35	420	5	27	7	43	4	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1866	0	0	2121	0	0	1958	0	0	1937	0
Flt Permitted		0.999			0.996			0.983			0.982	
Satd. Flow (perm)	0	1866	0	0	2121	0	0	1958	0	0	1937	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		280			1813			1760			275	
Travel Time (s)		6.4			41.2			40.0			6.3	
Peak Hour Factor	0.97	0.97	0.97	0.89	0.89	0.89	0.78	0.78	0.78	0.69	0.69	0.69
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	481	0	0	517	0	0	99	0	0	16	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	434	27	35	420	5	27	7	43	4	0	7
Future Vol, veh/h	6	434	27	35	420	5	27	7	43	4	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	78	78	78	69	69	69
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	447	28	39	472	6	35	9	55	6	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	478	0	0	475	0	0	1031	1029	461	1058	1040	475
Stage 1	-	-	-	-	-	-	473	473	-	553	553	-
Stage 2	-	-	-	-	-	-	558	556	-	505	487	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1095	-	-	1098	-	-	213	236	605	204	232	594
Stage 1	-	-	-	-	-	-	576	562	-	521	518	-
Stage 2	-	-	-	-	-	-	518	516	-	553	554	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1095	-	-	1098	-	-	201	223	605	172	219	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	223	-	172	219	-
Stage 1	-	-	-	-	-	-	572	558	-	517	493	-
Stage 2	-	-	-	-	-	-	485	491	-	491	550	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	20.8	17.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	1095	-	-	1098	-	-	314
HCM Lane V/C Ratio	0.304	0.006	-	-	0.036	-	-	0.051
HCM Control Delay (s)	20.8	8.3	0	-	8.4	0	-	17.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	497	106	54	297	0	0	0	0	171	44	61
Future Volume (vph)	0	497	106	54	297	0	0	0	0	171	44	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	12	12	11	11	12
Satd. Flow (prot)	0	1778	0	0	2065	0	0	0	0	1728	1560	0
Flt Permitted					0.992					0.950		
Satd. Flow (perm)	0	1778	0	0	2065	0	0	0	0	1728	1560	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1813			143			340			345	
Travel Time (s)		41.2			3.3			7.7			7.8	
Peak Hour Factor	0.81	0.81	0.81	0.77	0.77	0.77	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	6%	3%	2%	0%	0%	0%	1%	11%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	745	0	0	456	0	0	0	0	180	110	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰					↰	↱	
Traffic Vol, veh/h	0	497	106	54	297	0	0	0	0	171	44	61
Future Vol, veh/h	0	497	106	54	297	0	0	0	0	171	44	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	77	77	77	92	92	92	95	95	95
Heavy Vehicles, %	0	1	0	6	3	2	0	0	0	1	11	5
Mvmt Flow	0	614	131	70	386	0	0	0	0	180	46	64

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	745	0	0	1206	1271	386
Stage 1	-	-	-	-	-	-	526	526	-
Stage 2	-	-	-	-	-	-	680	745	-
Critical Hdwy	-	-	-	4.16	-	-	6.41	6.61	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.41	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.41	5.61	-
Follow-up Hdwy	-	-	-	2.254	-	-	3.509	4.099	3.345
Pot Cap-1 Maneuver	0	-	-	845	-	0	204	161	655
Stage 1	0	-	-	-	-	0	595	514	-
Stage 2	0	-	-	-	-	0	505	408	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	845	-	-	183	0	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	0	-
Stage 1	-	-	-	-	-	-	533	0	-
Stage 2	-	-	-	-	-	-	505	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.5	75.3
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	845	-	183	655
HCM Lane V/C Ratio	-	-	0.083	-	0.984	0.169
HCM Control Delay (s)	-	-	9.6	0	114.4	11.6
HCM Lane LOS	-	-	A	A	F	B
HCM 95th %tile Q(veh)	-	-	0.3	-	8	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	530	61	83	404	0	0	0	0	176	34	109
Future Volume (vph)	0	530	61	83	404	0	0	0	0	176	34	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	12	12	11	11	12
Satd. Flow (prot)	0	1811	0	0	2098	0	0	0	0	1745	1627	0
Flt Permitted					0.992					0.950		
Satd. Flow (perm)	0	1811	0	0	2098	0	0	0	0	1745	1627	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1813			143			340			345	
Travel Time (s)		41.2			3.3			7.7			7.8	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	642	0	0	541	0	0	0	0	202	164	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 77.2% ICU Level of Service D
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	25.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰					↖	↱	
Traffic Vol, veh/h	0	530	61	83	404	0	0	0	0	176	34	109
Future Vol, veh/h	0	530	61	83	404	0	0	0	0	176	34	109
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	92	92	92	87	87	87
Heavy Vehicles, %	0	0	0	1	2	0	0	0	0	0	0	0
Mvmt Flow	0	576	66	92	449	0	0	0	0	202	39	125

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	642	0	0	1242	1275	449
Stage 1	-	-	-	-	-	-	633	633	-
Stage 2	-	-	-	-	-	-	609	642	-
Critical Hdwy	-	-	-	4.11	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	-	-	-	2.209	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	947	-	0	~ 195	168	614
Stage 1	0	-	-	-	-	0	533	476	-
Stage 2	0	-	-	-	-	0	547	472	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	947	-	-	~ 170	0	614
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 170	0	-
Stage 1	-	-	-	-	-	-	464	0	-
Stage 2	-	-	-	-	-	-	547	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.6	107.2
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	947	-	170	614
HCM Lane V/C Ratio	-	-	0.097	-	1.19	0.268
HCM Control Delay (s)	-	-	9.2	0	183.7	13
HCM Lane LOS	-	-	A	A	F	B
HCM 95th %tile Q(veh)	-	-	0.3	-	11	1.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	561	92	67	328	0	0	0	0	159	58	153
Future Volume (vph)	0	561	92	67	328	0	0	0	0	159	58	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	12	12	11	11	12
Satd. Flow (prot)	0	1802	0	0	2108	0	0	0	0	1728	1623	0
Flt Permitted					0.992					0.950		
Satd. Flow (perm)	0	1802	0	0	2108	0	0	0	0	1728	1623	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1813			143			340			345	
Travel Time (s)		41.2			3.3			7.7			7.8	
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	1%	0%	0%	0%	0%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	695	0	0	454	0	0	0	0	169	225	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰					↰	↱	
Traffic Vol, veh/h	0	561	92	67	328	0	0	0	0	159	58	153
Future Vol, veh/h	0	561	92	67	328	0	0	0	0	159	58	153
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	87	87	87	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	1	0	0	0	0	1	3	0
Mvmt Flow	0	597	98	77	377	0	0	0	0	169	62	163

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	695	0	0	1177	1226	377
Stage 1	-	-	-	-	-	-	531	531	-
Stage 2	-	-	-	-	-	-	646	695	-
Critical Hdwy	-	-	-	4.13	-	-	6.41	6.53	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.41	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.41	5.53	-
Follow-up Hdwy	-	-	-	2.227	-	-	3.509	4.027	3.3
Pot Cap-1 Maneuver	0	-	-	896	-	0	212	178	674
Stage 1	0	-	-	-	-	0	592	524	-
Stage 2	0	-	-	-	-	0	524	442	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	896	-	-	189	0	674
Mov Cap-2 Maneuver	-	-	-	-	-	-	189	0	-
Stage 1	-	-	-	-	-	-	527	0	-
Stage 2	-	-	-	-	-	-	524	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.6	46.6
HCM LOS			E

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	896	-	189	674
HCM Lane V/C Ratio	-	-	0.086	-	0.895	0.333
HCM Control Delay (s)	-	-	9.4	0	91.1	13
HCM Lane LOS	-	-	A	A	F	B
HCM 95th %tile Q(veh)	-	-	0.3	-	6.8	1.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	610	0	0	306	138	45	33	99	0	0	0
Future Volume (vph)	53	610	0	0	306	138	45	33	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	16	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1728	1900	0	0	2049	0	1770	1900	1760	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1728	1900	0	0	2049	0	1770	1900	1760	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		143			135			442			335	
Travel Time (s)		3.3			3.1			10.0			7.6	
Peak Hour Factor	0.77	0.77	0.77	0.85	0.85	0.85	0.82	0.82	0.82	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	1%	0%	2%	0%	4%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	792	0	0	522	0	55	40	121	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	610	0	0	306	138	45	33	99	0	0	0
Future Vol, veh/h	53	610	0	0	306	138	45	33	99	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	85	85	85	82	82	82	92	92	92
Heavy Vehicles, %	1	0	0	0	1	0	2	0	4	0	0	0
Mvmt Flow	69	792	0	0	360	162	55	40	121	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	522	0	-	-	-	0	1371	1452	792
Stage 1	-	-	-	-	-	-	930	930	-
Stage 2	-	-	-	-	-	-	441	522	-
Critical Hdwy	4.11	-	-	-	-	-	6.42	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.5	-
Follow-up Hdwy	2.209	-	-	-	-	-	3.518	4	3.336
Pot Cap-1 Maneuver	1050	-	0	0	-	-	161	132	386
Stage 1	-	-	0	0	-	-	384	349	-
Stage 2	-	-	0	0	-	-	648	534	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1050	-	-	-	-	-	150	0	386
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	0	-
Stage 1	-	-	-	-	-	-	359	0	-
Stage 2	-	-	-	-	-	-	648	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	150	-	386	1050	-	-	-
HCM Lane V/C Ratio	0.366	-	0.313	0.066	-	-	-
HCM Control Delay (s)	42.2	-	18.5	8.7	-	-	-
HCM Lane LOS	E	-	C	A	-	-	-
HCM 95th %tile Q(veh)	1.5	-	1.3	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	583	0	0	443	194	44	98	97	0	0	0
Future Volume (vph)	123	583	0	0	443	194	44	98	97	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	16	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1900	0	0	2065	0	1805	1845	1711	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1745	1900	0	0	2065	0	1805	1845	1711	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		143			135			164			335	
Travel Time (s)		3.3			3.1			3.7			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	7%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	655	0	0	768	0	46	102	101	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑			↱		↰	↑	↱			
Traffic Vol, veh/h	123	583	0	0	443	194	44	98	97	0	0	0
Future Vol, veh/h	123	583	0	0	443	194	44	98	97	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	96	96	96	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	7	0	0	0
Mvmt Flow	138	655	0	0	534	234	46	102	101	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	768	0	-	-	-	0	1582	1699	655
Stage 1	-	-	-	-	-	-	931	931	-
Stage 2	-	-	-	-	-	-	651	768	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.53	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.53	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.027	3.363
Pot Cap-1 Maneuver	855	-	0	0	-	-	121	~ 92	457
Stage 1	-	-	0	0	-	-	387	344	-
Stage 2	-	-	0	0	-	-	523	409	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	855	-	-	-	-	-	102	0	457
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	0	-
Stage 1	-	-	-	-	-	-	325	0	-
Stage 2	-	-	-	-	-	-	523	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	102	-	457	855	-	-	-
HCM Lane V/C Ratio	0.449	-	0.221	0.162	-	-	-
HCM Control Delay (s)	66.4	-	15.1	10	-	-	-
HCM Lane LOS	F	-	C	B	-	-	-
HCM 95th %tile Q(veh)	1.9	-	0.8	0.6	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	614	0	0	351	185	44	94	122	0	0	0
Future Volume (vph)	106	614	0	0	351	185	44	94	122	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	16	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1900	0	0	2052	0	1805	1845	1711	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1745	1900	0	0	2052	0	1805	1845	1711	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		143			135			164			335	
Travel Time (s)		3.3			3.1			3.7			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	7%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	690	0	0	646	0	46	98	127	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	614	0	0	351	185	44	94	122	0	0	0
Future Vol, veh/h	106	614	0	0	351	185	44	94	122	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	96	96	96	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	7	0	0	0
Mvmt Flow	119	690	0	0	423	223	46	98	127	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	646	0	-	-	-	0	1463	1574	690
Stage 1	-	-	-	-	-	-	928	928	-
Stage 2	-	-	-	-	-	-	535	646	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.53	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.53	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.027	3.363
Pot Cap-1 Maneuver	949	-	0	0	-	-	143	109	437
Stage 1	-	-	0	0	-	-	388	345	-
Stage 2	-	-	0	0	-	-	591	465	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	949	-	-	-	-	-	125	0	437
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	0	-
Stage 1	-	-	-	-	-	-	340	0	-
Stage 2	-	-	-	-	-	-	591	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.4	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	125	-	437	949	-	-	-
HCM Lane V/C Ratio	0.367	-	0.291	0.126	-	-	-
HCM Control Delay (s)	49.6	-	16.6	9.3	-	-	-
HCM Lane LOS	E	-	C	A	-	-	-
HCM 95th %tile Q(veh)	1.5	-	1.2	0.4	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	666	31	8	419	2	14	3	21	0	0	11
Future Volume (vph)	12	666	31	8	419	2	14	3	21	0	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	9	12
Satd. Flow (prot)	0	2118	0	0	2108	0	0	1956	0	0	1479	0
Flt Permitted		0.999			0.999			0.982				
Satd. Flow (perm)	0	2118	0	0	2108	0	0	1956	0	0	1479	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			392			212			305	
Travel Time (s)		3.1			8.9			4.8			6.9	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.68	0.68	0.68	0.69	0.69	0.69
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	945	0	0	511	0	0	56	0	0	16	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	666	31	8	419	2	14	3	21	0	0	11
Future Vol, veh/h	12	666	31	8	419	2	14	3	21	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	84	84	84	68	68	68	69	69	69
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	16	888	41	10	499	2	21	4	31	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	501	0	0	929	0	0	1469	1462	909	1478	1481	500
Stage 1	-	-	-	-	-	-	941	941	-	520	520	-
Stage 2	-	-	-	-	-	-	528	521	-	958	961	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1074	-	-	744	-	-	107	130	336	105	127	575
Stage 1	-	-	-	-	-	-	319	345	-	543	535	-
Stage 2	-	-	-	-	-	-	538	535	-	312	337	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1074	-	-	744	-	-	100	124	336	89	121	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	124	-	89	121	-
Stage 1	-	-	-	-	-	-	309	334	-	526	525	-
Stage 2	-	-	-	-	-	-	513	525	-	271	327	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	36.8	11.4
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	168	1074	-	-	744	-	-	575
HCM Lane V/C Ratio	0.333	0.015	-	-	0.013	-	-	0.028
HCM Control Delay (s)	36.8	8.4	0	-	9.9	0	-	11.4
HCM Lane LOS	E	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	45	618	17	8	599	4	21	3	20	4	2	17
Future Volume (vph)	45	618	17	8	599	4	21	3	20	4	2	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	9	12
Satd. Flow (prot)	0	2140	0	0	2149	0	0	1973	0	0	1529	0
Flt Permitted		0.997			0.999			0.977			0.991	
Satd. Flow (perm)	0	2140	0	0	2149	0	0	1973	0	0	1529	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			392			212			305	
Travel Time (s)		3.1			8.9			4.8			6.9	
Peak Hour Factor	0.95	0.95	0.95	0.79	0.79	0.79	0.69	0.69	0.69	0.72	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	716	0	0	773	0	0	63	0	0	33	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	618	17	8	599	4	21	3	20	4	2	17
Future Vol, veh/h	45	618	17	8	599	4	21	3	20	4	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	79	79	79	69	69	69	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	47	651	18	10	758	5	30	4	29	6	3	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	763	0	0	669	0	0	1548	1537	660	1552	1544	761
Stage 1	-	-	-	-	-	-	754	754	-	781	781	-
Stage 2	-	-	-	-	-	-	794	783	-	771	763	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	859	-	-	931	-	-	94	117	467	93	116	409
Stage 1	-	-	-	-	-	-	404	420	-	391	408	-
Stage 2	-	-	-	-	-	-	384	407	-	396	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	859	-	-	931	-	-	80	105	467	78	104	409
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	105	-	78	104	-
Stage 1	-	-	-	-	-	-	369	383	-	357	400	-
Stage 2	-	-	-	-	-	-	352	399	-	335	380	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	55.5	25.8
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	132	859	-	-	931	-	-	205
HCM Lane V/C Ratio	0.483	0.055	-	-	0.011	-	-	0.156
HCM Control Delay (s)	55.5	9.4	0	-	8.9	0	-	25.8
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.2	0.2	-	-	0	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	667	16	7	491	8	27	6	21	1	1	18
Future Volume (vph)	53	667	16	7	491	8	27	6	21	1	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	9	12
Satd. Flow (prot)	0	2138	0	0	2147	0	0	1990	0	0	1495	0
Flt Permitted		0.997			0.999			0.976			0.998	
Satd. Flow (perm)	0	2138	0	0	2147	0	0	1990	0	0	1495	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			392			212			305	
Travel Time (s)		3.1			8.9			4.8			6.9	
Peak Hour Factor	1.00	0.91	0.91	0.89	0.89	0.89	0.79	0.79	0.79	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	804	0	0	569	0	0	69	0	0	24	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	667	16	7	491	8	27	6	21	1	1	18
Future Vol, veh/h	53	667	16	7	491	8	27	6	21	1	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	91	91	89	89	89	79	79	79	83	83	83
Heavy Vehicles, %	2	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	53	733	18	8	552	9	34	8	27	1	1	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	561	0	0	751	0	0	1432	1425	742	1439	1430	557
Stage 1	-	-	-	-	-	-	848	848	-	573	573	-
Stage 2	-	-	-	-	-	-	584	577	-	866	857	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.218	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1010	-	-	868	-	-	113	137	419	112	136	534
Stage 1	-	-	-	-	-	-	359	380	-	508	507	-
Stage 2	-	-	-	-	-	-	501	505	-	351	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1010	-	-	868	-	-	99	123	419	92	122	534
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	123	-	92	122	-
Stage 1	-	-	-	-	-	-	327	346	-	462	500	-
Stage 2	-	-	-	-	-	-	473	498	-	293	343	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	50.2	15.1
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	1010	-	-	868	-	-	379
HCM Lane V/C Ratio	0.471	0.052	-	-	0.009	-	-	0.064
HCM Control Delay (s)	50.2	8.8	0	-	9.2	0	-	15.1
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.2	0.2	-	-	0	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	634	41	16	404	15	11
Future Volume (vph)	634	41	16	404	15	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12
Satd. Flow (prot)	1743	0	0	1753	1743	0
Flt Permitted				0.998	0.972	
Satd. Flow (perm)	1743	0	0	1753	1743	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			340	178	
Travel Time (s)	8.9			7.7	4.0	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.72	0.72
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	834	0	0	472	36	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰	Y	
Traffic Vol, veh/h	634	41	16	404	15	11
Future Vol, veh/h	634	41	16	404	15	11
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	81	81	89	89	72	72
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	783	51	18	454	21	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	834	0	1299	809
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	808	-	180	384
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	808	-	175	384
Mov Cap-2 Maneuver	-	-	-	-	175	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	23.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	227	-	-	808	-
HCM Lane V/C Ratio	0.159	-	-	0.022	-
HCM Control Delay (s)	23.8	-	-	9.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	595	37	19	574	20	9
Future Volume (vph)	595	37	19	574	20	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12
Satd. Flow (prot)	1759	0	0	1770	1760	0
Flt Permitted				0.998	0.966	
Satd. Flow (perm)	1759	0	0	1770	1760	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			340	178	
Travel Time (s)	8.9			7.7	4.0	
Peak Hour Factor	0.94	0.94	0.85	0.85	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	672	0	0	697	36	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	595	37	19	574	20	9
Future Vol, veh/h	595	37	19	574	20	9
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	94	94	85	85	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	633	39	22	675	25	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	672	0	1372	653
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	719	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	928	-	163	471
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	486	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	928	-	157	471
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	27.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	-	-	928	-
HCM Lane V/C Ratio	0.181	-	-	0.024	-
HCM Control Delay (s)	27.2	-	-	9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	643	29	9	474	26	6
Future Volume (vph)	643	29	9	474	26	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12
Satd. Flow (prot)	1763	0	0	1772	1778	0
Flt Permitted				0.999	0.961	
Satd. Flow (perm)	1763	0	0	1772	1778	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			340	178	
Travel Time (s)	8.9			7.7	4.0	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	722	0	0	525	41	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰	Y	
Traffic Vol, veh/h	643	29	9	474	26	6
Future Vol, veh/h	643	29	9	474	26	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	93	93	92	92	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	691	31	10	515	33	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	722	0	1242	707
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	535	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	889	-	195	439
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	591	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	889	-	192	439
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	25.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	215	-	-	889	-
HCM Lane V/C Ratio	0.186	-	-	0.011	-
HCM Control Delay (s)	25.5	-	-	9.1	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Volume (vph)	618	0	0	340	81	130
Future Volume (vph)	618	0	0	340	81	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Satd. Flow (prot)	1837	0	0	1837	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	1837	0	0	1837	1805	1615
Link Speed (mph)	30			30	30	
Link Distance (ft)	50			70	128	
Travel Time (s)	1.1			1.6	2.9	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.80	0.80
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	694	0	0	370	101	163
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Vol, veh/h	618	0	0	340	81	130
Future Vol, veh/h	618	0	0	340	81	130
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	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	92	92	80	80
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	694	0	0	370	101	163

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1064	694
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	249	446
Stage 1	-	0	0	-	499	-
Stage 2	-	0	0	-	703	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	249	446
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	249	446	-	-
HCM Lane V/C Ratio	0.407	0.364	-	-
HCM Control Delay (s)	29	17.6	-	-
HCM Lane LOS	D	C	-	-
HCM 95th %tile Q(veh)	1.9	1.6	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	665	307	19	39	33
Future Volume (vph)	83	665	307	19	39	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	14	12
Satd. Flow (prot)	0	1810	1805	0	1826	0
Flt Permitted		0.994			0.974	
Satd. Flow (perm)	0	1810	1805	0	1826	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		70	605		127	
Travel Time (s)		1.6	13.8		2.9	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.72	0.72
Heavy Vehicles (%)	0%	1%	1%	0%	0%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	840	355	0	100	0
Sign Control		Free	Free		Stop	

Intersection Summary		
Area Type:	Other	
Control Type: Unsignalized		
Intersection Capacity Utilization 71.1%		ICU Level of Service C
Analysis Period (min) 15		

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⅄	
Traffic Vol, veh/h	83	665	307	19	39	33
Future Vol, veh/h	83	665	307	19	39	33
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	89	89	92	92	72	72
Heavy Vehicles, %	0	1	1	0	0	3
Mvmt Flow	93	747	334	21	54	46

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	355	0	-	0	1278	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	933	-
Critical Hdwy	4.1	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1215	-	-	-	185	696
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	386	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1215	-	-	-	161	696
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	386	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	28.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1215	-	-	-	249
HCM Lane V/C Ratio	0.077	-	-	-	0.402
HCM Control Delay (s)	8.2	0	-	-	28.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Volume (vph)	**599**	**0**	0	**441**	128	155
Future Volume (vph)	599	0	0	441	128	155
Ideal Flow (vphpl)	**1900**	**1900**	1900	**1900**	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Satd. Flow (prot)	**1837**	**0**	0	**1837**	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	**1837**	0	0	1837	1805	1615
Link Speed (mph)	30			30	30	
Link Distance (ft)	**50**			70	128	
Travel Time (s)	1.1			1.6	2.9	
Peak Hour Factor	**0.90**	0.90	0.84	0.84	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	666	0	0	525	142	172
Sign Control	**Free**			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Vol, veh/h	599	0	0	441	128	155
Future Vol, veh/h	599	0	0	441	128	155
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	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	84	84	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	666	0	0	525	142	172

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1191	666
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	525	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	209	463
Stage 1	-	0	0	-	515	-
Stage 2	-	0	0	-	598	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	209	463
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	598	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	209	463	-	-
HCM Lane V/C Ratio	0.68	0.372	-	-
HCM Control Delay (s)	52.5	17.3	-	-
HCM Lane LOS	F	C	-	-
HCM 95th %tile Q(veh)	4.2	1.7	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	715	387	21	29	54
Future Volume (vph)	39	715	387	21	29	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	14	12
Satd. Flow (prot)	0	1831	1824	0	1782	0
Flt Permitted		0.997			0.983	
Satd. Flow (perm)	0	1831	1824	0	1782	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		70	605		127	
Travel Time (s)		1.6	13.8		2.9	
Peak Hour Factor	0.90	0.90	0.84	0.84	0.74	0.74
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	837	486	0	112	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋔	
Traffic Vol, veh/h	39	715	387	21	29	54
Future Vol, veh/h	39	715	387	21	29	54
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	90	90	84	84	74	74
Heavy Vehicles, %	0	0	0	0	0	3
Mvmt Flow	43	794	461	25	39	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	486	0	-	0	1354	474
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	880	-
Critical Hdwy	4.1	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1087	-	-	-	167	588
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	409	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1087	-	-	-	155	588
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	409	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	24.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1087	-	-	-	298
HCM Lane V/C Ratio	0.04	-	-	-	0.376
HCM Control Delay (s)	8.4	0	-	-	24.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Volume (vph)	642	0	0	395	81	188
Future Volume (vph)	642	0	0	395	81	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Satd. Flow (prot)	1818	0	0	1818	1770	1599
Flt Permitted					0.950	
Satd. Flow (perm)	1818	0	0	1818	1770	1599
Link Speed (mph)	30			30	30	
Link Distance (ft)	50			70	128	
Travel Time (s)	1.1			1.6	2.9	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.82	0.82
Heavy Vehicles (%)	1%	0%	0%	1%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	755	0	0	425	99	229
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Vol, veh/h	642	0	0	395	81	188
Future Vol, veh/h	642	0	0	395	81	188
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	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	93	93	82	82
Heavy Vehicles, %	1	0	0	1	2	1
Mvmt Flow	755	0	0	425	99	229

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1180	755
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	-	-	-	-	6.42	6.21
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.309
Pot Cap-1 Maneuver	-	0	0	-	210	410
Stage 1	-	0	0	-	464	-
Stage 2	-	0	0	-	659	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	210	410
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	210	410	-	-
HCM Lane V/C Ratio	0.47	0.559	-	-
HCM Control Delay (s)	36.5	24.4	-	-
HCM Lane LOS	E	C	-	-
HCM 95th %tile Q(veh)	2.3	3.3	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	109	721	330	40	68	65
Future Volume (vph)	109	721	330	40	68	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	14	12
Satd. Flow (prot)	0	1808	1793	0	1846	0
Flt Permitted		0.993			0.975	
Satd. Flow (perm)	0	1808	1793	0	1846	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		70	605		127	
Travel Time (s)		1.6	13.8		2.9	
Peak Hour Factor	0.85	0.85	0.93	0.93	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	976	398	0	151	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.5%		**ICU Level of Service D**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↾	
Traffic Vol, veh/h	109	721	330	40	68	65
Future Vol, veh/h	109	721	330	40	68	65
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	85	85	93	93	88	88
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	128	848	355	43	77	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	398	0	-	0	1481	377
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	1104	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1172	-	-	-	139	674
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	320	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1172	-	-	-	110	674
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	320	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	76.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1172	-	-	-	186
HCM Lane V/C Ratio	0.109	-	-	-	0.813
HCM Control Delay (s)	8.4	0	-	-	76.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	275	9	3	314	1	55	2	21	1	0	3
Future Volume (vph)	5	275	9	3	314	1	55	2	21	1	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			12%			0%			0%	
Satd. Flow (prot)	0	2080	0	0	1767	0	0	1767	0	0	1688	0
Flt Permitted		0.999			0.999			0.966			0.988	
Satd. Flow (perm)	0	2080	0	0	1767	0	0	1767	0	0	1688	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1108			857			186			248	
Travel Time (s)		25.2			19.5			4.2			5.6	
Peak Hour Factor	0.79	0.79	0.79	0.82	0.82	0.82	0.89	0.89	0.89	0.50	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	365	0	0	388	0	0	88	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	275	9	3	314	1	55	2	21	1	0	3
Future Vol, veh/h	5	275	9	3	314	1	55	2	21	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	12	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	82	82	82	89	89	89	50	50	50
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	348	11	4	383	1	62	2	24	2	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	384	0	0	359	0	0	761	758	354	771	763	384
Stage 1	-	-	-	-	-	-	366	366	-	392	392	-
Stage 2	-	-	-	-	-	-	395	392	-	379	371	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1186	-	-	1211	-	-	325	339	694	320	337	668
Stage 1	-	-	-	-	-	-	657	626	-	637	610	-
Stage 2	-	-	-	-	-	-	634	610	-	647	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1186	-	-	1211	-	-	319	336	694	305	334	668
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	336	-	305	334	-
Stage 1	-	-	-	-	-	-	653	622	-	633	608	-
Stage 2	-	-	-	-	-	-	626	608	-	619	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	17.5	12.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	1186	-	-	1211	-	-	515
HCM Lane V/C Ratio	0.234	0.005	-	-	0.003	-	-	0.016
HCM Control Delay (s)	17.5	8.1	0	-	8	0	-	12.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	333	24	4	373	3	48	2	29	3	0	9
Future Volume (vph)	11	333	24	4	373	3	48	2	29	3	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			12%			0%			0%	
Satd. Flow (prot)	0	2067	0	0	1767	0	0	1754	0	0	1688	0
Flt Permitted		0.998						0.971			0.988	
Satd. Flow (perm)	0	2067	0	0	1767	0	0	1754	0	0	1688	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1108			857			186			248	
Travel Time (s)		25.2			19.5			4.2			5.6	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.79	0.79	0.79	0.60	0.60	0.60
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	388	0	0	408	0	0	101	0	0	20	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	333	24	4	373	3	48	2	29	3	0	9
Future Vol, veh/h	11	333	24	4	373	3	48	2	29	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	12	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	79	79	79	60	60	60
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	12	351	25	4	401	3	61	3	37	5	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	404	0	0	376	0	0	806	800	364	819	811	403
Stage 1	-	-	-	-	-	-	388	388	-	411	411	-
Stage 2	-	-	-	-	-	-	418	412	-	408	400	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1166	-	-	1194	-	-	303	320	685	297	316	652
Stage 1	-	-	-	-	-	-	640	612	-	622	598	-
Stage 2	-	-	-	-	-	-	616	598	-	624	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1166	-	-	1194	-	-	292	315	685	276	311	652
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	315	-	276	311	-
Stage 1	-	-	-	-	-	-	632	604	-	614	596	-
Stage 2	-	-	-	-	-	-	599	596	-	580	597	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	18.2	12.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	1166	-	-	1194	-	-	486
HCM Lane V/C Ratio	0.27	0.01	-	-	0.004	-	-	0.041
HCM Control Delay (s)	18.2	8.1	0	-	8	0	-	12.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	9	321	12	6	407	2	54	0	30	0	0	8
Future Volume (vph)	9	321	12	6	407	2	54	0	30	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			12%			0%			0%	
Satd. Flow (prot)	0	2077	0	0	1765	0	0	1753	0	0	1644	0
Flt Permitted		0.999			0.999			0.969				
Satd. Flow (perm)	0	2077	0	0	1765	0	0	1753	0	0	1644	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1108			857			186			248	
Travel Time (s)		25.2			19.5			4.2			5.6	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.73	0.73	0.73	0.67	0.67	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	349	0	0	446	0	0	115	0	0	12	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	321	12	6	407	2	54	0	30	0	0	8
Future Vol, veh/h	9	321	12	6	407	2	54	0	30	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	12	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	73	73	73	67	67	67
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	328	12	6	438	2	74	0	41	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	0	340	0	0	809	804	334	824	809	439
Stage 1	-	-	-	-	-	-	352	352	-	451	451	-
Stage 2	-	-	-	-	-	-	457	452	-	373	358	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1131	-	-	1230	-	-	301	319	712	294	317	622
Stage 1	-	-	-	-	-	-	669	635	-	592	574	-
Stage 2	-	-	-	-	-	-	587	574	-	652	631	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1131	-	-	1230	-	-	292	314	712	274	312	622
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	314	-	274	312	-
Stage 1	-	-	-	-	-	-	662	629	-	586	571	-
Stage 2	-	-	-	-	-	-	572	571	-	608	625	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	19.1	10.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	370	1131	-	-	1230	-	-	622
HCM Lane V/C Ratio	0.311	0.008	-	-	0.005	-	-	0.019
HCM Control Delay (s)	19.1	8.2	0	-	7.9	0	-	10.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	194	43	47	267	55	32
Future Volume (vph)	194	43	47	267	55	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	16	16	12
Grade (%)	0%			12%	0%	
Satd. Flow (prot)	1914	0	0	1987	1958	0
Flt Permitted				0.993	0.969	
Satd. Flow (perm)	1914	0	0	1987	1958	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	857			320	224	
Travel Time (s)	19.5			7.3	5.1	
Peak Hour Factor	0.80	0.80	0.84	0.84	0.73	0.73
Heavy Vehicles (%)	0%	0%	2%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	297	0	0	374	119	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 44.5% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰	⅄	
Traffic Vol, veh/h	194	43	47	267	55	32
Future Vol, veh/h	194	43	47	267	55	32
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	-	-	12	0	-
Peak Hour Factor	80	80	84	84	73	73
Heavy Vehicles, %	0	0	2	1	2	0
Mvmt Flow	243	54	56	318	75	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	297	0	700	270
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	-	-	4.12	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1264	-	405	774
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1264	-	383	774
Mov Cap-2 Maneuver	-	-	-	-	383	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	-	-	1264	-
HCM Lane V/C Ratio	0.254	-	-	0.044	-
HCM Control Delay (s)	15.2	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	248	84	36	302	45	32
Future Volume (vph)	248	84	36	302	45	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	16	16	12
Grade (%)	0%			12%	0%	
Satd. Flow (prot)	1897	0	0	1996	1953	0
Flt Permitted				0.995	0.972	
Satd. Flow (perm)	1897	0	0	1996	1953	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	857			320	224	
Travel Time (s)	19.5			7.3	5.1	
Peak Hour Factor	0.91	0.91	0.96	0.96	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	365	0	0	353	96	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰	↱	
Traffic Vol, veh/h	248	84	36	302	45	32
Future Vol, veh/h	248	84	36	302	45	32
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	-	-	12	0	-
Peak Hour Factor	91	91	96	96	80	80
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	273	92	38	315	56	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	365	0	710	319
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1205	-	400	726
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1205	-	385	726
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	478	-	-	1205	-
HCM Lane V/C Ratio	0.201	-	-	0.031	-
HCM Control Delay (s)	14.4	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	234	82	53	344	72	59
Future Volume (vph)	234	82	53	344	72	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	16	16	12
Grade (%)	0%			12%	0%	
Satd. Flow (prot)	1895	0	0	1993	1950	0
Flt Permitted				0.993	0.973	
Satd. Flow (perm)	1895	0	0	1993	1950	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	857			320	224	
Travel Time (s)	19.5			7.3	5.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	355	0	0	447	164	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	234	82	53	344	72	59
Future Vol, veh/h	234	82	53	344	72	59
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	-	-	12	0	-
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	0	0	0	1	0	2
Mvmt Flow	263	92	60	387	90	74

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	355	0	816	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1215	-	349	731
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1215	-	327	731
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	1215	-
HCM Lane V/C Ratio	0.376	-	-	0.049	-
HCM Control Delay (s)	18.2	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	91	0	0	0	0	291
Future Volume (vph)	91	0	0	0	0	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	125		188			167
Travel Time (s)	2.8		4.3			3.8
Peak Hour Factor	0.94	0.94	0.92	0.92	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	0	0	0	342
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	**91**	**0**	**0**	**0**	**0**	**291**
Future Vol, veh/h	91	0	0	0	0	291
Conflicting Peds, #/hr	**0**	**0**	**0**	**0**	**0**	**0**
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	92	92	85	85
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	97	**0**	0	0	**0**	342

Major/Minor	Minor1		Major2	
Conflicting Flow All	171	-	-	-
Stage 1	0	-	-	-
Stage 2	171	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	**808**	0	0	-
Stage 1	-	0	0	-
Stage 2	**848**	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	**808**	-	-	-
Mov Cap-2 Maneuver	808	-	-	-
Stage 1	-	-	-	-
Stage 2	848	-	-	-

Approach	WB	SB
HCM Control Delay, s	**10.1**	**0**
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	**808**	-
HCM Lane V/C Ratio	0.12	-
HCM Control Delay (s)	**10.1**	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	**0.4**	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	0	0	0	0	286
Future Volume (vph)	57	0	0	0	0	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1787	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1787	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	125		188			167
Travel Time (s)	2.8		4.3			3.8
Peak Hour Factor	0.83	0.83	0.92	0.92	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	0	0	0	0	336
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	57	0	0	0	0	286
Future Vol, veh/h	57	0	0	0	0	286
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	92	92	85	85
Heavy Vehicles, %	1	0	0	0	0	1
Mvmt Flow	69	0	0	0	0	336

Major/Minor	Minor1		Major2	
Conflicting Flow All	168	-	-	-
Stage 1	0	-	-	-
Stage 2	168	-	-	-
Critical Hdwy	6.82	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-
Follow-up Hdwy	3.51	-	-	-
Pot Cap-1 Maneuver	809	0	0	-
Stage 1	-	0	0	-
Stage 2	847	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	809	-	-	-
Mov Cap-2 Maneuver	809	-	-	-
Stage 1	-	-	-	-
Stage 2	847	-	-	-

Approach	WB	SB
HCM Control Delay, s	9.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	809	-
HCM Lane V/C Ratio	0.085	-
HCM Control Delay (s)	9.9	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.3	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	94	0	0	0	0	444
Future Volume (vph)	94	0	0	0	0	444
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1787	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1787	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	125		188			167
Travel Time (s)	2.8		4.3			3.8
Peak Hour Factor	0.68	0.68	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	138	0	0	0	0	472
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	94	0	0	0	0	444
Future Vol, veh/h	94	0	0	0	0	444
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	92	92	94	94
Heavy Vehicles, %	1	0	0	0	0	1
Mvmt Flow	138	0	0	0	0	472

Major/Minor	Minor1		Major2	
Conflicting Flow All	236	-	-	-
Stage 1	0	-	-	-
Stage 2	236	-	-	-
Critical Hdwy	6.82	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-
Follow-up Hdwy	3.51	-	-	-
Pot Cap-1 Maneuver	734	0	0	-
Stage 1	-	0	0	-
Stage 2	784	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	734	-	-	-
Mov Cap-2 Maneuver	734	-	-	-
Stage 1	-	-	-	-
Stage 2	784	-	-	-

Approach	WB	SB
HCM Control Delay, s	11	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	734	-
HCM Lane V/C Ratio	0.188	-
HCM Control Delay (s)	11	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	0	2	51	4	35	66	12	3	2	6
Future Volume (vph)	1	0	0	2	51	4	35	66	12	3	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1805	0	0	1879	0	0	1843	0	0	1746	0
Flt Permitted		0.950			0.998			0.985			0.986	
Satd. Flow (perm)	0	1805	0	0	1879	0	0	1843	0	0	1746	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		982			868			369			186	
Travel Time (s)		22.3			19.7			8.4			4.2	
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.69	0.69	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	63	0	0	129	0	0	14	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	2	51	4	35	66	12	3	2	6
Future Vol, veh/h	1	0	0	2	51	4	35	66	12	3	2	6
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	25	25	25	89	89	89	88	88	88	69	69	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	0	2	57	4	40	75	14	4	3	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	208	184	7	177	180	82	10	0	0	89	0	0
Stage 1	15	15	-	162	162	-	-	-	-	-	-	-
Stage 2	193	169	-	15	18	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	-	-	2.2	-	-
Pot Cap-1 Maneuver	754	714	1081	790	717	983	1623	-	-	1519	-	-
Stage 1	1010	887	-	845	768	-	-	-	-	-	-	-
Stage 2	813	763	-	1010	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	688	693	1081	773	696	983	1623	-	-	1519	-	-
Mov Cap-2 Maneuver	688	693	-	773	696	-	-	-	-	-	-	-
Stage 1	984	884	-	823	748	-	-	-	-	-	-	-
Stage 2	728	743	-	1007	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	10.5	2.3	2.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1623	-	-	688	713	1519	-	-
HCM Lane V/C Ratio	0.025	-	-	0.006	0.09	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.3	10.5	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	3	1	11	25	27	36	78	25	7	17	5
Future Volume (vph)	5	3	1	11	25	27	36	78	25	7	17	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1817	0	0	1776	0	0	1830	0	0	1834	0
Flt Permitted		0.973			0.991			0.987			0.988	
Satd. Flow (perm)	0	1817	0	0	1776	0	0	1830	0	0	1834	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		982			868			369			186	
Travel Time (s)		22.3			19.7			8.4			4.2	
Peak Hour Factor	0.55	0.55	0.55	0.79	0.79	0.79	0.80	0.80	0.80	0.48	0.48	0.48
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	80	0	0	174	0	0	60	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	3	1	11	25	27	36	78	25	7	17	5
Future Vol, veh/h	5	3	1	11	25	27	36	78	25	7	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	79	79	79	80	80	80	48	48	48
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	5	2	14	32	34	45	98	31	15	35	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	307	289	40	278	279	114	45	0	0	129	0	0
Stage 1	70	70	-	204	204	-	-	-	-	-	-	-
Stage 2	237	219	-	74	75	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	-	-	2.2	-	-
Pot Cap-1 Maneuver	649	624	1037	678	632	944	1576	-	-	1469	-	-
Stage 1	945	841	-	803	737	-	-	-	-	-	-	-
Stage 2	771	726	-	940	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	582	598	1037	652	606	944	1576	-	-	1469	-	-
Mov Cap-2 Maneuver	582	598	-	652	606	-	-	-	-	-	-	-
Stage 1	916	833	-	778	714	-	-	-	-	-	-	-
Stage 2	688	703	-	923	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	10.6	1.9	1.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1576	-	-	618	726	1469	-	-
HCM Lane V/C Ratio	0.029	-	-	0.026	0.11	0.01	-	-
HCM Control Delay (s)	7.4	0	-	11	10.6	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	5	3	8	42	14	60	76	13	1	10	8
Future Volume (vph)	3	5	3	8	42	14	60	76	13	1	10	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1808	0	0	1834	0	0	1840	0	0	1786	0
Flt Permitted		0.987			0.994			0.980			0.998	
Satd. Flow (perm)	0	1808	0	0	1834	0	0	1840	0	0	1786	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		982			868			369			186	
Travel Time (s)		22.3			19.7			8.4			4.2	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.85	0.85	0.85	0.68	0.68	0.68
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	88	0	0	175	0	0	28	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	5	3	8	42	14	60	76	13	1	10	8
Future Vol, veh/h	3	5	3	8	42	14	60	76	13	1	10	8
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	69	69	69	73	73	73	85	85	85	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	7	4	11	58	19	71	89	15	1	15	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	300	269	21	268	268	97	27	0	0	104	0	0
Stage 1	23	23	-	239	239	-	-	-	-	-	-	-
Stage 2	277	246	-	29	29	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	-	-	2.2	-	-
Pot Cap-1 Maneuver	656	641	1062	689	641	965	1600	-	-	1500	-	-
Stage 1	1000	880	-	769	711	-	-	-	-	-	-	-
Stage 2	734	706	-	993	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	575	610	1062	655	610	965	1600	-	-	1500	-	-
Mov Cap-2 Maneuver	575	610	-	655	610	-	-	-	-	-	-	-
Stage 1	953	879	-	733	678	-	-	-	-	-	-	-
Stage 2	627	673	-	980	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	11.2	3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	677	670	1500	-	-
HCM Lane V/C Ratio	0.044	-	-	0.024	0.131	0.001	-	-
HCM Control Delay (s)	7.4	0	-	10.4	11.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	13	33	114	71	20
Future Volume (vph)	10	13	33	114	71	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	1948	0	0	2097	2073	0
Flt Permitted	0.978			0.989		
Satd. Flow (perm)	1948	0	0	2097	2073	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	868			561	224	
Travel Time (s)	19.7			12.8	5.1	
Peak Hour Factor	0.64	0.64	0.74	0.74	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	199	117	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	13	33	114	71	20
Future Vol, veh/h	10	13	33	114	71	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	74	74	78	78
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	16	20	45	154	91	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	348	104	117	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	653	956	1484	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	631	956	1484	-	-	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	781	-	-
HCM Lane V/C Ratio	0.03	-	0.046	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	**10**	**10**	**38**	**103**	**99**	**22**
Future Volume (vph)	10	10	38	103	99	22
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	**1959**	**0**	**0**	**2110**	**2085**	**0**
Flt Permitted	0.976			0.987		
Satd. Flow (perm)	**1959**	**0**	**0**	**2110**	**2085**	**0**
Link Speed (mph)	30			30	30	
Link Distance (ft)	**868**			561	224	
Travel Time (s)	19.7			12.8	5.1	
Peak Hour Factor	0.63	0.63	0.93	0.93	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	0	152	155	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 27.4% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	38	103	99	22
Future Vol, veh/h	10	10	38	103	99	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	93	93	78	78
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	16	16	41	111	127	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	334	141	155	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	665	912	1438	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	645	912	1438	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1438	-	756	-	-
HCM Lane V/C Ratio	0.028	-	0.042	-	-
HCM Control Delay (s)	7.6	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	20	30	145	118	17
Future Volume (vph)	6	20	30	145	118	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	1906	0	0	2099	2098	0
Flt Permitted	0.989			0.991		
Satd. Flow (perm)	1906	0	0	2099	2098	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	868			561	224	
Travel Time (s)	19.7			12.8	5.1	
Peak Hour Factor	0.65	0.65	0.86	0.86	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	204	152	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 29.9% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	20	30	145	118	17
Future Vol, veh/h	6	20	30	145	118	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	86	86	89	89
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	9	31	35	169	133	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	382	143	152	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	624	910	1441	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	607	910	1441	-	-	-
Mov Cap-2 Maneuver	607	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1441	-	816	-	-
HCM Lane V/C Ratio	0.024	-	0.049	-	-
HCM Control Delay (s)	7.6	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	0	0	0	0	382
Future Volume (vph)	37	0	0	0	0	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	12	12	12
Satd. Flow (prot)	1925	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1925	0	0	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1110		190			172
Travel Time (s)	25.2		4.3			3.9
Peak Hour Factor	0.66	0.66	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	2%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	0	0	394
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	37	0	0	0	0	382
Future Vol, veh/h	37	0	0	0	0	382
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	92	92	97	97
Heavy Vehicles, %	0	0	2	2	0	2
Mvmt Flow	56	0	0	0	0	394

Major/Minor	Minor1		Major2	
Conflicting Flow All	197	-	-	-
Stage 1	0	-	-	-
Stage 2	197	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	779	0	0	-
Stage 1	-	0	0	-
Stage 2	823	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	779	-	-	-
Mov Cap-2 Maneuver	779	-	-	-
Stage 1	-	-	-	-
Stage 2	823	-	-	-

Approach	WB	SB
HCM Control Delay, s	10	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	779	-
HCM Lane V/C Ratio	0.072	-
HCM Control Delay (s)	10	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	0	0	0	0	343
Future Volume (vph)	48	0	0	0	0	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	12	12	12
Satd. Flow (prot)	1925	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1925	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	1110		190			172
Travel Time (s)	25.2		4.3			3.9
Peak Hour Factor	0.80	0.80	0.92	0.92	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	2%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	0	0	381
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	48	0	0	0	0	343
Future Vol, veh/h	48	0	0	0	0	343
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	92	92	90	90
Heavy Vehicles, %	0	0	2	2	0	1
Mvmt Flow	60	0	0	0	0	381

Major/Minor	Minor1		Major2	
Conflicting Flow All	191	-	-	-
Stage 1	0	-	-	-
Stage 2	191	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	786	0	0	-
Stage 1	-	0	0	-
Stage 2	828	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	786	-	-	-
Mov Cap-2 Maneuver	786	-	-	-
Stage 1	-	-	-	-
Stage 2	828	-	-	-

Approach	WB	SB
HCM Control Delay, s	10	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	786	-
HCM Lane V/C Ratio	0.076	-
HCM Control Delay (s)	10	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	69	0	0	0	0	514
Future Volume (vph)	69	0	0	0	0	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	12	12	12
Satd. Flow (prot)	1925	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1925	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	1110		190			172
Travel Time (s)	25.2		4.3			3.9
Peak Hour Factor	0.86	0.86	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	0	0	547
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	69	0	0	0	0	514
Future Vol, veh/h	69	0	0	0	0	514
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	92	92	94	94
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	80	0	0	0	0	547

Major/Minor	Minor1		Major2	
Conflicting Flow All	274	-	-	-
Stage 1	0	-	-	-
Stage 2	274	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	698	0	0	-
Stage 1	-	0	0	-
Stage 2	753	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	698	-	-	-
Mov Cap-2 Maneuver	698	-	-	-
Stage 1	-	-	-	-
Stage 2	753	-	-	-

Approach	WB	SB
HCM Control Delay, s	10.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	698	-
HCM Lane V/C Ratio	0.115	-
HCM Control Delay (s)	10.8	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.4	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	27	103	4	7
Future Volume (vph)	0	0	27	103	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12
Satd. Flow (prot)	0	1900	0	1756	1614	0
Flt Permitted				0.990		
Satd. Flow (perm)	0	1900	0	1756	1614	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1110			425	369	
Travel Time (s)	25.2			9.7	8.4	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	144	12	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱		↰	↳	
Traffic Vol, veh/h	0	0	27	103	4	7
Future Vol, veh/h	0	0	27	103	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	90	90	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	30	114	4	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	8	12	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	1080	1620	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1080	1620	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1620	-	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	38	127	29	14
Future Volume (vph)	0	0	38	127	29	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12
Satd. Flow (prot)	0	1900	0	1754	1695	0
Flt Permitted				0.989		
Satd. Flow (perm)	0	1900	0	1754	1695	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1110			425	369	
Travel Time (s)	25.2			9.7	8.4	
Peak Hour Factor	0.92	0.92	0.82	0.82	0.63	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	201	68	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	38	127	29	14
Future Vol, veh/h	0	0	38	127	29	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	82	82	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	46	155	46	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	57	68	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	1015	1546	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1015	1546	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-	-
HCM Control Delay (s)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	51	128	20	11
Future Volume (vph)	0	0	51	128	20	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12
Satd. Flow (prot)	0	1900	0	1749	1690	0
Flt Permitted				0.986		
Satd. Flow (perm)	0	1900	0	1749	1690	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1110			425	369	
Travel Time (s)	25.2			9.7	8.4	
Peak Hour Factor	0.92	0.92	0.88	0.88	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	203	40	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	51	128	20	11
Future Vol, veh/h	0	0	51	128	20	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	88	88	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	58	145	26	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	33	40	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	1046	1583	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1046	1583	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1583	-	-	-	-
HCM Lane V/C Ratio	0.037	-	-	-	-
HCM Control Delay (s)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	55	53	54	184	0	0	0	0
Future Volume (vph)	0	0	0	0	55	53	54	184	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	0	0	0	1874	0	0	3543	0	0	0	0
Flt Permitted								0.989				
Satd. Flow (perm)	0	0	0	0	1874	0	0	3543	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			694			434			591	
Travel Time (s)		3.8			15.8			9.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	128	0	0	256	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 19.5% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↱			↱↑				
Traffic Vol, veh/h	0	0	0	0	55	53	54	184	0	0	0	0
Future Vol, veh/h	0	0	0	0	55	53	54	184	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	93	93	93	92	92	92
Heavy Vehicles, %	2	2	2	0	0	2	0	1	0	2	2	2
Mvmt Flow	0	0	0	0	65	63	58	198	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	314	99	0	0	-
Stage 1	-	314	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	6.94	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.32	2.2	-	-
Pot Cap-1 Maneuver	0	605	937	-	-	0
Stage 1	0	660	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	937	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.5	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	WBLn1
Capacity (veh/h)	-	-	937
HCM Lane V/C Ratio	-	-	0.137
HCM Control Delay (s)	-	-	9.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	73	52	72	207	0	0	0	0
Future Volume (vph)	0	0	0	0	73	52	72	207	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	0	0	0	1913	0	0	3537	0	0	0	0
Flt Permitted								0.987				
Satd. Flow (perm)	0	0	0	0	1913	0	0	3537	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			694			434			591	
Travel Time (s)		3.8			15.8			9.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	140	0	0	321	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↱			↰↑				
Traffic Vol, veh/h	0	0	0	0	73	52	72	207	0	0	0	0
Future Vol, veh/h	0	0	0	0	73	52	72	207	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	1	0	2	2	2
Mvmt Flow	0	0	0	0	82	58	83	238	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	404	119	0	0	-
Stage 1	-	404	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	539	917	-	-	0
Stage 1	0	603	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	917	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.6	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	WBLn1
Capacity (veh/h)	-	-	917
HCM Lane V/C Ratio	-	-	0.153
HCM Control Delay (s)	-	-	9.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	107	80	55	205	0	0	0	0
Future Volume (vph)	0	0	0	0	107	80	55	205	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	0	0	0	1901	0	0	3574	0	0	0	0
Flt Permitted								0.990				
Satd. Flow (perm)	0	0	0	0	1901	0	0	3574	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			694			434			591	
Travel Time (s)		3.8			15.8			9.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.77	0.77	0.77	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	222	0	0	337	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	**24.4%** **ICU Level of Service A**
Analysis Period (min)	15

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↱			↑↑				
Traffic Vol, veh/h	0	0	0	0	107	80	55	205	0	0	0	0
Future Vol, veh/h	0	0	0	0	107	80	55	205	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	77	77	77	92	92	92
Heavy Vehicles, %	2	2	2	0	0	1	0	0	0	2	2	2
Mvmt Flow	0	0	0	0	127	95	71	266	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	408	133	0	0	-
Stage 1	-	408	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	6.92	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.31	2.2	-	-
Pot Cap-1 Maneuver	0	536	895	-	-	0
Stage 1	0	600	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	895	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.3	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	WBLn1
Capacity (veh/h)	-	-	895
HCM Lane V/C Ratio	-	-	0.249
HCM Control Delay (s)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	305	112
Future Volume (vph)	0	0	0	0	305	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3440	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	3440	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	694			265	190	
Travel Time (s)	15.8			6.0	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	435	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱			↑↑↳	
Traffic Vol, veh/h	0	0	0	0	305	112
Future Vol, veh/h	0	0	0	0	305	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	96	96
Heavy Vehicles, %	2	2	2	2	1	0
Mvmt Flow	0	0	0	0	318	117

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	218		-	0
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	786		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	786		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	288	102
Future Volume (vph)	0	0	0	0	288	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3444	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	3444	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	694			265	190	
Travel Time (s)	15.8			6.0	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	424	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱			↑↑↳	
Traffic Vol, veh/h	0	0	0	0	288	102
Future Vol, veh/h	0	0	0	0	288	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	1	0
Mvmt Flow	0	0	0	0	313	111

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	212		-	0
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	793		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	793		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱			↑↑↳	
Traffic Vol, veh/h	0	0	0	0	422	158
Future Vol, veh/h	0	0	0	0	422	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	93	93
Heavy Vehicles, %	2	2	2	2	1	0
Mvmt Flow	0	0	0	0	454	170

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	312		-	0
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	684		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	684		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↳			↰						↑↳	
Traffic Volume (vph)	0	1	10	77	27	0	0	0	0	0	239	18
Future Volume (vph)	0	1	10	77	27	0	0	0	0	0	239	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	12	12	12	13	12
Satd. Flow (prot)	0	1372	0	0	1813	0	0	0	0	0	3655	0
Flt Permitted					0.964							
Satd. Flow (perm)	0	1372	0	0	1813	0	0	0	0	0	3655	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		170			1127			654			265	
Travel Time (s)		3.9			25.6			14.9			6.0	
Peak Hour Factor	0.46	0.46	0.46	0.93	0.93	0.93	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	10%	0%	4%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	112	0	0	0	0	0	265	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰						↑↱	
Traffic Vol, veh/h	0	1	10	77	27	0	0	0	0	0	239	18
Future Vol, veh/h	0	1	10	77	27	0	0	0	0	0	239	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	46	46	46	93	93	93	92	92	92	97	97	97
Heavy Vehicles, %	0	0	10	0	4	0	0	0	0	0	1	0
Mvmt Flow	0	2	22	83	29	0	0	0	0	0	246	19

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	-	256	133	124	265	-	-	-	0
Stage 1	-	256	-	0	0	-	-	-	-
Stage 2	-	0	-	124	265	-	-	-	-
Critical Hdwy	-	6.5	7.1	7.5	6.58	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.58	-	-	-	-
Follow-up Hdwy	-	4	3.4	3.5	4.04	-	-	-	-
Pot Cap-1 Maneuver	0	651	867	843	635	0	0	-	-
Stage 1	0	699	-	-	-	0	0	-	-
Stage 2	0	-	-	873	683	0	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	651	867	819	635	-	-	-	-
Mov Cap-2 Maneuver	-	651	-	819	635	-	-	-	-
Stage 1	-	699	-	-	-	-	-	-	-
Stage 2	-	-	-	848	683	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.4	10.5	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	842	762	-	-
HCM Lane V/C Ratio	0.028	0.147	-	-
HCM Control Delay (s)	9.4	10.5	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.1	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	38	81	9	0	0	0	0	0	258	19
Future Volume (vph)	0	1	38	81	9	0	0	0	0	0	258	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	12	12	12	13	12
Satd. Flow (prot)	0	1486	0	0	1818	0	0	0	0	0	3685	0
Flt Permitted					0.957							
Satd. Flow (perm)	0	1486	0	0	1818	0	0	0	0	0	3685	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		170			1127			654			265	
Travel Time (s)		3.9			25.6			14.9			6.0	
Peak Hour Factor	0.63	0.63	0.63	0.87	0.87	0.87	0.92	0.92	0.92	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	0	103	0	0	0	0	0	305	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	26.0%	**ICU Level of Service**	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰						↑↱	
Traffic Vol, veh/h	0	1	38	81	9	0	0	0	0	0	258	19
Future Vol, veh/h	0	1	38	81	9	0	0	0	0	0	258	19
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	87	87	87	92	92	92	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	0	2	60	93	10	0	0	0	0	0	284	21

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	295	153	143	305	-		-	-	0
Stage 1	-	295	-	0	0	-		-	-	-
Stage 2	-	0	-	143	305	-		-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.5	-		-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-		-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-		-	-	-
Pot Cap-1 Maneuver	0	620	872	818	612	0		0	-	-
Stage 1	0	673	-	-	-	0		0	-	-
Stage 2	0	-	-	851	666	0		0	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	620	872	760	612	-		-	-	-
Mov Cap-2 Maneuver	-	620	-	760	612	-		-	-	-
Stage 1	-	673	-	-	-	-		-	-	-
Stage 2	-	-	-	790	666	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.5	10.6	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	863	742	-	-
HCM Lane V/C Ratio	0.072	0.139	-	-
HCM Control Delay (s)	9.5	10.6	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	13	68	19	0	0	0	0	0	324	17
Future Volume (vph)	0	0	13	68	19	0	0	0	0	0	324	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	12	12	12	13	12
Satd. Flow (prot)	0	1479	0	0	1830	0	0	0	0	0	3655	0
Flt Permitted					0.963							
Satd. Flow (perm)	0	1479	0	0	1830	0	0	0	0	0	3655	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		170			1127			654			265	
Travel Time (s)		3.9			25.6			14.9			6.0	
Peak Hour Factor	0.65	0.65	0.65	0.84	0.84	0.84	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	104	0	0	0	0	0	352	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↳			↰						↑↳	
Traffic Vol, veh/h	0	0	13	68	19	0	0	0	0	0	324	17
Future Vol, veh/h	0	0	13	68	19	0	0	0	0	0	324	17
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	84	84	84	92	92	92	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	6
Mvmt Flow	0	0	20	81	23	0	0	0	0	0	334	18

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	-	343	176	167	352	-	-	-	0
Stage 1	-	343	-	0	0	-	-	-	-
Stage 2	-	0	-	167	352	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.5	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	-	-	-
Pot Cap-1 Maneuver	0	583	843	787	576	0	0	-	-
Stage 1	0	641	-	-	-	0	0	-	-
Stage 2	0	-	-	824	635	0	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	583	843	768	576	-	-	-	-
Mov Cap-2 Maneuver	-	583	-	768	576	-	-	-	-
Stage 1	-	641	-	-	-	-	-	-	-
Stage 2	-	-	-	804	635	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.4	10.9	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	843	716	-	-
HCM Lane V/C Ratio	0.024	0.145	-	-
HCM Control Delay (s)	9.4	10.9	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.1	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (vph)	0	0	0	1	13	1	71	91	0	0	0	27
Future Volume (vph)	0	0	0	1	13	1	71	91	0	0	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	14	12	12	12	12
Satd. Flow (prot)	0	1900	0	0	1811	0	0	1984	0	0	1644	0
Flt Permitted					0.996			0.979				
Satd. Flow (perm)	0	1900	0	0	1811	0	0	1984	0	0	1644	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1127			313			266			425	
Travel Time (s)		25.6			7.1			6.0			9.7	
Peak Hour Factor	0.25	0.25	0.25	0.54	0.54	0.54	0.90	0.90	0.90	0.73	0.73	0.73
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	28	0	0	180	0	0	37	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰↑			↱	
Traffic Vol, veh/h	0	0	0	1	13	1	71	91	0	0	0	27
Future Vol, veh/h	0	0	0	1	13	1	71	91	0	0	0	27
Peak Hour Factor	0.25	0.25	0.25	0.54	0.54	0.54	0.90	0.90	0.90	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	2	24	2	79	101	0	0	0	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	7.5	8.1	6.7
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	0%	7%	0%
Vol Thru, %	56%	100%	87%	0%
Vol Right, %	0%	0%	7%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	0	15	27
LT Vol	71	0	1	0
Through Vol	91	0	13	0
RT Vol	0	0	1	27
Lane Flow Rate	180	0	28	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.203	0	0.033	0.036
Departure Headway (Hd)	4.065	4.298	4.247	3.483
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	884	0	831	1019
Service Time	2.083	2.395	2.335	1.535
HCM Lane V/C Ratio	0.204	0	0.034	0.036
HCM Control Delay	8.1	7.4	7.5	6.7
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	0.8	0	0.1	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (vph)	0	0	0	2	5	3	57	154	1	0	11	39
Future Volume (vph)	0	0	0	2	5	3	57	154	1	0	11	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	14	12	12	12	12
Satd. Flow (prot)	0	1900	0	0	1744	0	0	1998	0	0	1700	0
Flt Permitted					0.990			0.987				
Satd. Flow (perm)	0	1900	0	0	1744	0	0	1998	0	0	1700	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1127			313			266			425	
Travel Time (s)		25.6			7.1			6.0			9.7	
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	20	0	0	256	0	0	73	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰			↱	
Traffic Vol, veh/h	0	0	0	2	5	3	57	154	1	0	11	39
Future Vol, veh/h	0	0	0	2	5	3	57	154	1	0	11	39
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.69	0.69	0.69
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	4	10	6	69	186	1	0	16	57
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	7.6	8.7	7
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	0%	20%	0%
Vol Thru, %	73%	100%	50%	22%
Vol Right, %	0%	0%	30%	78%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	0	10	50
LT Vol	57	0	2	0
Through Vol	154	0	5	11
RT Vol	1	0	3	39
Lane Flow Rate	255	0	20	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.287	0	0.025	0.074
Departure Headway (Hd)	4.04	4.617	4.45	3.657
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	889	0	809	968
Service Time	2.063	2.618	2.45	1.722
HCM Lane V/C Ratio	0.287	0	0.025	0.074
HCM Control Delay	8.7	7.6	7.6	7
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	1.2	0	0.1	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	0	1	16	3	54	143	1	0	8	24
Future Volume (vph)	0	0	0	1	16	3	54	143	1	0	8	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	14	12	12	12	12
Satd. Flow (prot)	0	1900	0	0	1791	0	0	1998	0	0	1708	0
Flt Permitted					0.998			0.987				
Satd. Flow (perm)	0	1900	0	0	1791	0	0	1998	0	0	1708	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1127			313			266			425	
Travel Time (s)		25.6			7.1			6.0			9.7	
Peak Hour Factor	0.25	0.25	0.25	0.83	0.83	0.83	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	24	0	0	217	0	0	40	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Vol, veh/h	0	0	0	1	16	3	54	143	1	0	8	24
Future Vol, veh/h	0	0	0	1	16	3	54	143	1	0	8	24
Peak Hour Factor	0.25	0.25	0.25	0.83	0.83	0.83	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	19	4	59	157	1	0	10	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	7.5	8.3	6.9
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	0%	5%	0%
Vol Thru, %	72%	100%	80%	25%
Vol Right, %	1%	0%	15%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	0	20	32
LT Vol	54	0	1	0
Through Vol	143	0	16	8
RT Vol	1	0	3	24
Lane Flow Rate	218	0	24	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.243	0	0.029	0.041
Departure Headway (Hd)	4.023	4.478	4.368	3.653
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	894	0	825	971
Service Time	2.043	2.478	2.368	1.711
HCM Lane V/C Ratio	0.244	0	0.029	0.041
HCM Control Delay	8.3	7.5	7.5	6.9
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	1	0	0.1	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	23	3	3	6	0	2	0	2	17	46	18
Future Volume (vph)	0	23	3	3	6	0	2	0	2	17	46	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	16	12	12	15	12
Satd. Flow (prot)	0	1934	0	0	1932	0	0	1959	0	0	2005	0
Flt Permitted					0.984			0.976			0.989	
Satd. Flow (perm)	0	1934	0	0	1932	0	0	1959	0	0	2005	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		227			343			252			975	
Travel Time (s)		5.2			7.8			5.7			22.2	
Peak Hour Factor	0.72	0.72	0.72	0.75	0.75	0.75	0.50	0.50	0.50	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	12	0	0	8	0	0	108	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	23	3	3	6	0	2	0	2	17	46	18
Future Vol, veh/h	0	23	3	3	6	0	2	0	2	17	46	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	75	75	75	50	50	50	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	32	4	4	8	0	4	0	4	23	61	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	36	0	0	93	50	34	52	52	8
Stage 1	-	-	-	-	-	-	34	34	-	16	16	-
Stage 2	-	-	-	-	-	-	59	16	-	36	36	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1588	-	0	895	845	1045	952	843	1080
Stage 1	0	-	-	-	-	0	987	871	-	1009	886	-
Stage 2	0	-	-	-	-	0	958	886	-	985	869	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1588	-	-	824	842	1045	946	840	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-	824	842	-	946	840	-
Stage 1	-	-	-	-	-	-	987	871	-	1009	883	-
Stage 2	-	-	-	-	-	-	869	883	-	981	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	8.9	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	921	-	-	1588	-	906
HCM Lane V/C Ratio	0.009	-	-	0.003	-	0.119
HCM Control Delay (s)	8.9	-	-	7.3	0	9.5
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	40	4	11	3	0	6	0	4	32	75	21
Future Volume (vph)	0	40	4	11	3	0	6	0	4	32	75	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	16	12	12	15	12
Satd. Flow (prot)	0	1938	0	0	1889	0	0	1984	0	0	2019	0
Flt Permitted					0.962			0.969			0.988	
Satd. Flow (perm)	0	1938	0	0	1889	0	0	1984	0	0	2019	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		227			343			252			975	
Travel Time (s)		5.2			7.8			5.7			22.2	
Peak Hour Factor	0.69	0.69	0.69	0.70	0.70	0.70	0.89	0.89	0.89	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	20	0	0	11	0	0	147	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 21.2% **ICU Level of Service A**
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	40	4	11	3	0	6	0	4	32	75	21
Future Vol, veh/h	0	40	4	11	3	0	6	0	4	32	75	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	70	70	70	89	89	89	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	58	6	16	4	0	7	0	4	37	86	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	64	0	0	152	97	61	99	100	4
Stage 1	-	-	-	-	-	-	61	61	-	36	36	-
Stage 2	-	-	-	-	-	-	91	36	-	63	64	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1551	-	0	820	797	1010	888	794	1085
Stage 1	0	-	-	-	-	0	955	848	-	985	869	-
Stage 2	0	-	-	-	-	0	921	869	-	953	846	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1551	-	-	729	789	1010	877	786	1085
Mov Cap-2 Maneuver	-	-	-	-	-	-	729	789	-	877	786	-
Stage 1	-	-	-	-	-	-	955	848	-	985	860	-
Stage 2	-	-	-	-	-	-	802	860	-	949	846	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.8	9.5	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	820	-	-	1551	-	846
HCM Lane V/C Ratio	0.014	-	-	0.01	-	0.174
HCM Control Delay (s)	9.5	-	-	7.3	0	10.1
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	0	-	-	0	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	20	5	7	7	0	2	0	3	22	101	20
Future Volume (vph)	0	20	5	7	7	0	2	0	3	22	101	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	16	12	12	15	12
Satd. Flow (prot)	0	1914	0	0	1916	0	0	1939	0	0	2020	0
Flt Permitted					0.976			0.980			0.992	
Satd. Flow (perm)	0	1914	0	0	1916	0	0	1939	0	0	2020	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		227			343			252			975	
Travel Time (s)		5.2			7.8			5.7			22.2	
Peak Hour Factor	0.78	0.78	0.78	0.70	0.70	0.70	0.90	0.90	0.90	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	20	0	0	5	0	0	177	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.5%		**ICU Level of Service A**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	20	5	7	7	0	2	0	3	22	101	20
Future Vol, veh/h	0	20	5	7	7	0	2	0	3	22	101	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	70	70	70	90	90	90	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	0	26	6	10	10	0	2	0	3	27	125	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	32	0	0	134	59	29	61	62	10
Stage 1	-	-	-	-	-	-	29	29	-	30	30	-
Stage 2	-	-	-	-	-	-	105	30	-	31	32	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	0	-	-	1593	-	0	842	836	1052	939	831	1077
Stage 1	0	-	-	-	-	0	993	875	-	992	872	-
Stage 2	0	-	-	-	-	0	906	874	-	991	870	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1593	-	-	724	831	1052	931	826	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	724	831	-	931	826	-
Stage 1	-	-	-	-	-	-	993	875	-	992	867	-
Stage 2	-	-	-	-	-	-	753	869	-	988	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.6	9.1	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	891	-	-	1593	-	869
HCM Lane V/C Ratio	0.006	-	-	0.006	-	0.203
HCM Control Delay (s)	9.1	-	-	7.3	0	10.2
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	0	-	-	0	-	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰↑↱				
Traffic Volume (vph)	32	4	0	0	0	0	15	220	28	0	0	0
Future Volume (vph)	32	4	0	0	0	0	15	220	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2061	0	0	0	0	0	3512	0	0	0	0
Flt Permitted		0.957						0.997				
Satd. Flow (perm)	0	2061	0	0	0	0	0	3512	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			260			492			434	
Travel Time (s)		7.8			5.9			11.2			9.9	
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	0	0	0	289	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰↑↱				
Traffic Vol, veh/h	32	4	0	0	0	0	15	220	28	0	0	0
Future Vol, veh/h	32	4	0	0	0	0	15	220	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	91	91	91	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	1	0	2	2	2
Mvmt Flow	43	5	0	0	0	0	16	242	31	0	0	0

Major/Minor	Minor2			Major1		
Conflicting Flow All	153	305	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	153	305	-	-	-	-
Critical Hdwy	6.8	6.5	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	-	2.2	-	-
Pot Cap-1 Maneuver	829	612	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	865	666	0	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	829	0	-	-	-	-
Mov Cap-2 Maneuver	829	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	865	0	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	9.6	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1
Capacity (veh/h)	-	-	-	829
HCM Lane V/C Ratio	-	-	-	0.058
HCM Control Delay (s)	-	-	-	9.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	28	0	0	0	0	14	260	62	0	0	0
Future Volume (vph)	45	28	0	0	0	0	14	260	62	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2089	0	0	0	0	0	3475	0	0	0	0
Flt Permitted		0.970						0.998				
Satd. Flow (perm)	0	2089	0	0	0	0	0	3475	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			260			492			434	
Travel Time (s)		7.8			5.9			11.2			9.9	
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	0	0	0	395	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰↑↱				
Traffic Vol, veh/h	45	28	0	0	0	0	14	260	62	0	0	0
Future Vol, veh/h	45	28	0	0	0	0	14	260	62	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	85	85	85	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	1	0	2	2	2
Mvmt Flow	54	34	0	0	0	0	16	306	73	0	0	0

Major/Minor	Minor2			Major1		
Conflicting Flow All	185	411	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	185	411	-	-	-	-
Critical Hdwy	6.8	6.5	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	-	2.2	-	-
Pot Cap-1 Maneuver	792	534	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	834	598	0	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	792	0	-	-	-	-
Mov Cap-2 Maneuver	792	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	834	0	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	10.1	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1
Capacity (veh/h)	-	-	-	792
HCM Lane V/C Ratio	-	-	-	0.111
HCM Control Delay (s)	-	-	-	10.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰↑↱				
Traffic Volume (vph)	33	12	0	0	0	0	6	225	17	0	0	0
Future Volume (vph)	33	12	0	0	0	0	6	225	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2078	0	0	0	0	0	3538	0	0	0	0
Flt Permitted		0.965						0.999				
Satd. Flow (perm)	0	2078	0	0	0	0	0	3538	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			260			492			434	
Travel Time (s)		7.8			5.9			11.2			9.9	
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.82	0.82	0.82	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	0	0	0	0	0	302	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰↑↱				
Traffic Vol, veh/h	33	12	0	0	0	0	6	225	17	0	0	0
Future Vol, veh/h	33	12	0	0	0	0	6	225	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	82	82	82	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	1	0	2	2	2
Mvmt Flow	44	16	0	0	0	0	7	274	21	0	0	0

Major/Minor	Minor2			Major1		
Conflicting Flow All	151	309	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	151	309	-	-	-	-
Critical Hdwy	6.8	6.5	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	-	2.2	-	-
Pot Cap-1 Maneuver	831	609	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	867	663	0	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	831	0	-	-	-	-
Mov Cap-2 Maneuver	831	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	867	0	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1
Capacity (veh/h)	-	-	-	831
HCM Lane V/C Ratio	-	-	-	0.072
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	15	0	0	0	0	0	136	4	4	0	0
Future Volume (vph)	29	15	0	0	0	0	0	136	4	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	14	12	16	12	12
Satd. Flow (prot)	0	2084	0	0	0	0	0	2019	0	0	1805	0
Flt Permitted		0.968									0.950	
Satd. Flow (perm)	0	2084	0	0	0	0	0	2019	0	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			361			389			266	
Travel Time (s)		8.7			8.2			8.8			6.0	
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	0	0	0	152	0	0	8	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 17.4% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↱			↔	
Traffic Vol, veh/h	29	15	0	0	0	0	0	136	4	4	0	0
Future Vol, veh/h	29	15	0	0	0	0	0	136	4	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	92	92	92	92	92	92	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	19	0	0	0	0	0	148	4	8	0	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	166	168	-	-	0	0	152	0	0
Stage 1	16	16	-	-	-	-	-	-	-
Stage 2	150	152	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	829	728	0	0	-	-	1441	-	-
Stage 1	1012	886	0	0	-	-	-	-	-
Stage 2	883	775	0	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	824	0	-	-	-	-	1441	-	-
Mov Cap-2 Maneuver	824	0	-	-	-	-	-	-	-
Stage 1	1006	0	-	-	-	-	-	-	-
Stage 2	883	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0	7.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	824	1441	-	-
HCM Lane V/C Ratio	-	-	0.068	0.006	-	-
HCM Control Delay (s)	-	-	9.7	7.5	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	27	0	0	0	0	0	164	17	12	0	0
Future Volume (vph)	24	27	0	0	0	0	0	164	17	12	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	14	12	16	12	12
Satd. Flow (prot)	0	2104	0	0	0	0	0	2000	0	0	1805	0
Flt Permitted		0.977									0.950	
Satd. Flow (perm)	0	2104	0	0	0	0	0	2000	0	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			361			389			266	
Travel Time (s)		8.7			8.2			8.8			6.0	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.84	0.84	0.84	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	0	0	0	215	0	0	16	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↑			↕	
Traffic Vol, veh/h	24	27	0	0	0	0	0	164	17	12	0	0
Future Vol, veh/h	24	27	0	0	0	0	0	164	17	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	84	84	84	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	34	0	0	0	0	0	195	20	16	0	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	237	247	-	-	0	0	215	0	0
Stage 1	32	32	-	-	-	-	-	-	-
Stage 2	205	215	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	756	659	0	0	-	-	1367	-	-
Stage 1	996	872	0	0	-	-	-	-	-
Stage 2	834	729	0	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	747	0	-	-	-	-	1367	-	-
Mov Cap-2 Maneuver	747	0	-	-	-	-	-	-	-
Stage 1	984	0	-	-	-	-	-	-	-
Stage 2	834	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	7.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	747	1367	-	-
HCM Lane V/C Ratio	-	-	0.085	0.012	-	-
HCM Control Delay (s)	-	-	10.3	7.7	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	25	0	0	0	0	0	162	7	7	0	0
Future Volume (vph)	39	25	0	0	0	0	0	162	7	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	14	12	16	12	12
Satd. Flow (prot)	0	2091	0	0	0	0	0	2017	0	0	1805	0
Flt Permitted		0.971									0.950	
Satd. Flow (perm)	0	2091	0	0	0	0	0	2017	0	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			361			389			266	
Travel Time (s)		8.7			8.2			8.8			6.0	
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.94	0.94	0.94	0.58	0.58	0.58
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	0	0	0	0	0	179	0	0	12	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↱			↕	
Traffic Vol, veh/h	39	25	0	0	0	0	0	162	7	7	0	0
Future Vol, veh/h	39	25	0	0	0	0	0	162	7	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	92	92	94	94	94	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	43	28	0	0	0	0	0	172	7	12	0	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	200	203	-	-	0	0	179	0	0
Stage 1	24	24	-	-	-	-	-	-	-
Stage 2	176	179	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	793	697	0	0	-	-	1409	-	-
Stage 1	1004	879	0	0	-	-	-	-	-
Stage 2	859	755	0	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	786	0	-	-	-	-	1409	-	-
Mov Cap-2 Maneuver	786	0	-	-	-	-	-	-	-
Stage 1	995	0	-	-	-	-	-	-	-
Stage 2	859	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0	7.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	786	1409	-	-
HCM Lane V/C Ratio	-	-	0.09	0.009	-	-
HCM Control Delay (s)	-	-	10	7.6	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↾	
Traffic Volume (vph)	27	604	576	28	30	55
Future Volume (vph)	27	604	576	28	30	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Satd. Flow (prot)	0	1896	1871	0	1930	0
Flt Permitted		0.998			0.983	
Satd. Flow (perm)	0	1896	1871	0	1930	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		298	1866		1760	
Travel Time (s)		6.8	42.4		40.0	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.79	0.79
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	789	746	0	108	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋔	
Traffic Vol, veh/h	27	604	576	28	30	55
Future Vol, veh/h	27	604	576	28	30	55
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	80	80	81	81	79	79
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	34	755	711	35	38	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	746	0	-	0	1552	729
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	823	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	871	-	-	-	126	426
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	435	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	871	-	-	-	118	426
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	435	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	35.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	871	-	-	-	222
HCM Lane V/C Ratio	0.039	-	-	-	0.485
HCM Control Delay (s)	9.3	0	-	-	35.6
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2.4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	48	608	654	40	28	40
Future Volume (vph)	48	608	654	40	28	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Satd. Flow (prot)	0	1892	1885	0	1944	0
Flt Permitted		0.996			0.980	
Satd. Flow (perm)	0	1892	1885	0	1944	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		298	1866		1760	
Travel Time (s)		6.8	42.4		40.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	729	771	0	75	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 82.3% ICU Level of Service E
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑		↾	
Traffic Vol, veh/h	48	608	654	40	28	40
Future Vol, veh/h	48	608	654	40	28	40
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	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	53	676	727	44	31	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	771	0	-	0	1531	749
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	782	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	853	-	-	-	130	415
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	454	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	853	-	-	-	117	415
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	32.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	853	-	-	-	203
HCM Lane V/C Ratio	0.063	-	-	-	0.372
HCM Control Delay (s)	9.5	0	-	-	32.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Volume (vph)	35	665	690	30	16	46
Future Volume (vph)	35	665	690	30	16	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Satd. Flow (prot)	0	1893	1871	0	1856	0
Flt Permitted		0.997			0.987	
Satd. Flow (perm)	0	1893	1871	0	1856	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		298	1866		1760	
Travel Time (s)		6.8	42.4		40.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.65	0.65
Heavy Vehicles (%)	1%	0%	1%	0%	6%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	778	800	0	96	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↾	
Traffic Vol, veh/h	35	665	690	30	16	46
Future Vol, veh/h	35	665	690	30	16	46
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	90	90	90	90	65	65
Heavy Vehicles, %	1	0	1	0	6	2
Mvmt Flow	39	739	767	33	25	71

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	800	0	-	0	1601	784
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	817	-
Critical Hdwy	4.11	-	-	-	6.46	6.22
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.209	-	-	-	3.554	3.318
Pot Cap-1 Maneuver	827	-	-	-	114	393
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	427	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	827	-	-	-	105	393
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	427	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	31.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	827	-	-	-	230
HCM Lane V/C Ratio	0.047	-	-	-	0.415
HCM Control Delay (s)	9.6	0	-	-	31.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	492	60	11	477	0	3	0	5	24	0	50
Future Volume (vph)	0	492	60	11	477	0	3	0	5	24	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1955	0	0	2005	0	0	1937	0	0	1876	0
Flt Permitted					0.999			0.982			0.984	
Satd. Flow (perm)	0	1955	0	0	2005	0	0	1937	0	0	1876	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1866			146			242			1352	
Travel Time (s)		42.4			3.3			5.5			30.7	
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.50	0.50	0.50	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	3%	0%	1%	0%	0%	0%	0%	4%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	635	0	0	603	0	0	16	0	0	93	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	492	60	11	477	0	3	0	5	24	0	50
Future Vol, veh/h	0	492	60	11	477	0	3	0	5	24	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	81	81	81	50	50	50	80	80	80
Heavy Vehicles, %	0	2	3	0	1	0	0	0	0	4	0	2
Mvmt Flow	0	566	69	14	589	0	6	0	10	30	0	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	635	0	0	1250	1218	601	1223	1252	589
Stage 1	-	-	-	-	-	-	601	601	-	617	617	-
Stage 2	-	-	-	-	-	-	649	617	-	606	635	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.318
Pot Cap-1 Maneuver	0	-	-	958	-	0	151	182	504	155	174	508
Stage 1	0	-	-	-	-	0	491	493	-	474	484	-
Stage 2	0	-	-	-	-	0	462	484	-	481	476	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	958	-	-	130	178	504	149	170	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	178	-	149	170	-
Stage 1	-	-	-	-	-	-	491	493	-	474	473	-
Stage 2	-	-	-	-	-	-	396	473	-	471	476	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	20.9	23.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	242	-	-	958	-	285
HCM Lane V/C Ratio	0.066	-	-	0.014	-	0.325
HCM Control Delay (s)	20.9	-	-	8.8	0	23.6
HCM Lane LOS	C	-	-	A	A	C
HCM 95th %tile Q(veh)	0.2	-	-	0	-	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	664	34	12	566	0	0	0	3	39	5	60
Future Volume (vph)	0	664	34	12	566	0	0	0	3	39	5	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1972	0	0	2005	0	0	1863	0	0	1897	0
Flt Permitted					0.999						0.981	
Satd. Flow (perm)	0	1972	0	0	2005	0	0	1863	0	0	1897	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1866			146			242			1352	
Travel Time (s)		42.4			3.3			5.5			30.7	
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.50	0.50	0.50	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	3%	0%	1%	0%	0%	0%	0%	4%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	705	0	0	642	0	0	6	0	0	114	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 58.9%	**ICU Level of Service B**
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	664	34	12	566	0	0	0	3	39	5	60
Future Vol, veh/h	0	664	34	12	566	0	0	0	3	39	5	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	90	90	90	50	50	50	91	91	91
Heavy Vehicles, %	0	2	3	0	1	0	0	0	0	4	0	2
Mvmt Flow	0	671	34	13	629	0	0	0	6	43	5	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	705	0	0	1379	1343	688	1346	1360	629
Stage 1	-	-	-	-	-	-	688	688	-	655	655	-
Stage 2	-	-	-	-	-	-	691	655	-	691	705	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.318
Pot Cap-1 Maneuver	0	-	-	902	-	0	123	153	450	127	150	482
Stage 1	0	-	-	-	-	0	440	450	-	452	466	-
Stage 2	0	-	-	-	-	0	438	466	-	432	442	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	902	-	-	101	150	450	123	147	482
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	150	-	123	147	-
Stage 1	-	-	-	-	-	-	440	450	-	452	456	-
Stage 2	-	-	-	-	-	-	365	456	-	426	442	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	13.1	38.1
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	450	-	-	902	-	219
HCM Lane V/C Ratio	0.013	-	-	0.015	-	0.522
HCM Control Delay (s)	13.1	-	-	9.1	0	38.1
HCM Lane LOS	B	-	-	A	A	E
HCM 95th %tile Q(veh)	0	-	-	0	-	2.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	636	36	17	619	0	3	0	1	25	6	71
Future Volume (vph)	0	636	36	17	619	0	3	0	1	25	6	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	16	12	12	16	12
Satd. Flow (prot)	0	2012	0	0	2005	0	0	2005	0	0	1909	0
Flt Permitted					0.999			0.964			0.988	
Satd. Flow (perm)	0	2012	0	0	2005	0	0	2005	0	0	1909	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1866			146			242			1352	
Travel Time (s)		42.4			3.3			5.5			30.7	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.50	0.50	0.50	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	4%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	739	0	0	691	0	0	8	0	0	116	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	636	36	17	619	0	3	0	1	25	6	71
Future Vol, veh/h	0	636	36	17	619	0	3	0	1	25	6	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	50	50	50	88	88	88
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	4	0	0
Mvmt Flow	0	699	40	18	673	0	6	0	2	28	7	81

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	739	0	0	1472	1428	719	1429	1448	673
Stage 1	-	-	-	-	-	-	719	719	-	709	709	-
Stage 2	-	-	-	-	-	-	753	709	-	720	739	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.3
Pot Cap-1 Maneuver	0	-	-	876	-	0	106	136	432	111	133	459
Stage 1	0	-	-	-	-	0	423	436	-	422	440	-
Stage 2	0	-	-	-	-	0	405	440	-	416	427	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	876	-	-	82	132	432	108	129	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	132	-	108	129	-
Stage 1	-	-	-	-	-	-	423	436	-	422	425	-
Stage 2	-	-	-	-	-	-	318	425	-	414	427	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	42.9	34.1
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	103	-	-	876	-	236
HCM Lane V/C Ratio	0.078	-	-	0.021	-	0.491
HCM Control Delay (s)	42.9	-	-	9.2	0	34.1
HCM Lane LOS	E	-	-	A	A	D
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	2.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	482	0	0	485	38	3	1	2	0	0	0
Future Volume (vph)	39	482	0	0	485	38	3	1	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1978	0	0	1988	0	0	1760	0	0	0	0
Flt Permitted		0.996						0.976				
Satd. Flow (perm)	0	1978	0	0	1988	0	0	1760	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		146			154			188			1246	
Travel Time (s)		3.3			3.5			4.3			28.3	
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.75	0.75	0.75	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	0%	1%	0%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	579	0	0	646	0	0	8	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↕				
Traffic Vol, veh/h	39	482	0	0	485	38	3	1	2	0	0	0
Future Vol, veh/h	39	482	0	0	485	38	3	1	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	81	81	81	75	75	75	92	92	92
Heavy Vehicles, %	3	2	0	0	1	0	0	0	0	2	2	2
Mvmt Flow	43	536	0	0	599	47	4	1	3	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	646	0	-	-	-	0	1245	1268	536
Stage 1	-	-	-	-	-	-	622	622	-
Stage 2	-	-	-	-	-	-	623	646	-
Critical Hdwy	4.13	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	935	-	0	0	-	-	194	170	549
Stage 1	-	-	0	0	-	-	539	482	-
Stage 2	-	-	0	0	-	-	539	470	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	935	-	-	-	-	-	181	0	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	0	-
Stage 1	-	-	-	-	-	-	504	0	-
Stage 2	-	-	-	-	-	-	539	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	247	935	-	-	-
HCM Lane V/C Ratio	0.032	0.046	-	-	-
HCM Control Delay (s)	20.1	9	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	720	0	0	574	38	0	0	0	0	0	0
Future Volume (vph)	76	720	0	0	574	38	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2017	0	0	2010	0	0	1900	0	0	0	0
Flt Permitted		0.995										
Satd. Flow (perm)	0	2017	0	0	2010	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		146			154			188			1246	
Travel Time (s)		3.3			3.5			4.3			28.3	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	875	0	0	665	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 81.3%	**ICU Level of Service D**
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↔				
Traffic Vol, veh/h	76	720	0	0	574	38	0	0	0	0	0	0
Future Vol, veh/h	76	720	0	0	574	38	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	75	75	75	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	84	791	0	0	624	41	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	665	0	-	-	-	0	1604	1624	791
Stage 1	-	-	-	-	-	-	959	959	-
Stage 2	-	-	-	-	-	-	645	665	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	934	-	0	0	-	-	117	104	393
Stage 1	-	-	0	0	-	-	375	338	-
Stage 2	-	-	0	0	-	-	526	461	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	934	-	-	-	-	-	98	0	393
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	0	-
Stage 1	-	-	-	-	-	-	315	0	-
Stage 2	-	-	-	-	-	-	526	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	934	-	-	-
HCM Lane V/C Ratio	-	0.089	-	-	-
HCM Control Delay (s)	0	9.2	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	572	0	0	636	64	0	0	0	0	0	0
Future Volume (vph)	90	572	0	0	636	64	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2012	0	0	2002	0	0	1900	0	0	0	0
Flt Permitted		0.993										
Satd. Flow (perm)	0	2012	0	0	2002	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		146			154			188			1246	
Travel Time (s)		3.3			3.5			4.3			28.3	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.50	0.50	0.50	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	736	0	0	736	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

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	90	572	0	0	636	64	0	0	0	0	0	0
Future Vol, veh/h	90	572	0	0	636	64	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	95	95	95	50	50	50	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	100	636	0	0	669	67	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	736	0	-	-	-	0	1539	1572	636
Stage 1	-	-	-	-	-	-	836	836	-
Stage 2	-	-	-	-	-	-	703	736	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	879	-	0	0	-	-	129	111	481
Stage 1	-	-	0	0	-	-	429	385	-
Stage 2	-	-	0	0	-	-	495	428	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	879	-	-	-	-	-	106	0	481
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	0	-
Stage 1	-	-	-	-	-	-	353	0	-
Stage 2	-	-	-	-	-	-	495	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	879	-	-	-
HCM Lane V/C Ratio	-	0.114	-	-	-
HCM Control Delay (s)	0	9.6	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	450	476	15	13	23
Future Volume (vph)	25	450	476	15	13	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12
Satd. Flow (prot)	0	1983	2019	0	1933	0
Flt Permitted		0.997			0.982	
Satd. Flow (perm)	0	1983	2019	0	1933	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		154	760		1464	
Travel Time (s)		3.5	17.3		33.3	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.82	0.82
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	516	552	0	44	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	25	450	476	15	13	23
Future Vol, veh/h	25	450	476	15	13	23
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	89	89	82	82
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	27	489	535	17	16	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	552	0	-	0	1087	544
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	543	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1028	-	-	-	241	543
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1028	-	-	-	232	543
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	586	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1028	-	-	-	366
HCM Lane V/C Ratio	0.026	-	-	-	0.12
HCM Control Delay (s)	8.6	0	-	-	16.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	45	688	588	21	16	36
Future Volume (vph)	45	688	588	21	16	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12
Satd. Flow (prot)	0	2021	2017	0	1922	0
Flt Permitted		0.997			0.985	
Satd. Flow (perm)	0	2021	2017	0	1922	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		154	760		1464	
Travel Time (s)		3.5	17.3		33.3	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	797	669	0	72	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋔	
Traffic Vol, veh/h	45	688	588	21	16	36
Future Vol, veh/h	45	688	588	21	16	36
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	91	91	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	748	646	23	22	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	669	0	-	0	1504	658
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	846	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	931	-	-	-	135	468
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	123	468
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	424	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	25
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	931	-	-	-	251
HCM Lane V/C Ratio	0.053	-	-	-	0.288
HCM Control Delay (s)	9.1	0	-	-	25
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑		↾	
Traffic Volume (vph)	**18**	**555**	691	**14**	**15**	38
Future Volume (vph)	18	555	691	14	15	38
Ideal Flow (vphpl)	**1900**	**1900**	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12
Satd. Flow (prot)	**0**	**2003**	**2021**	0	1917	0
Flt Permitted		0.998			0.986	
Satd. Flow (perm)	0	**2003**	2021	0	1917	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		**154**	760		1464	
Travel Time (s)		3.5	17.3		33.3	
Peak Hour Factor	**0.92**	0.92	0.92	0.92	0.74	0.74
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	623	766	0	71	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰↱	
Traffic Vol, veh/h	18	555	691	14	15	38
Future Vol, veh/h	18	555	691	14	15	38
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	74	74
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	20	603	751	15	20	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	766	0	-	0	1402	759
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	643	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	856	-	-	-	156	410
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	856	-	-	-	151	410
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	22.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	856	-	-	-	276
HCM Lane V/C Ratio	0.023	-	-	-	0.259
HCM Control Delay (s)	9.3	0	-	-	22.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			↱
Traffic Volume (vph)	122	360	421	16	0	0
Future Volume (vph)	122	360	421	16	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12
Satd. Flow (prot)	0	1893	1872	0	0	1863
Flt Permitted		0.988				
Satd. Flow (perm)	0	1893	1872	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1153	822		389	
Travel Time (s)		26.2	18.7		8.8	
Peak Hour Factor	0.84	0.84	0.76	0.76	0.92	0.92
Heavy Vehicles (%)	1%	3%	1%	0%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	574	575	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			↱
Traffic Vol, veh/h	122	360	421	16	0	0
Future Vol, veh/h	122	360	421	16	0	0
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	84	84	76	76	92	92
Heavy Vehicles, %	1	3	1	0	2	2
Mvmt Flow	145	429	554	21	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	575	0	-	0	-	565
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.11	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.318
Pot Cap-1 Maneuver	1003	-	-	-	0	524
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1003	-	-	-	-	524
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1003	-	-	-	-
HCM Lane V/C Ratio	0.145	-	-	-	-
HCM Control Delay (s)	9.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	138	599	437	26	0	0
Future Volume (vph)	138	599	437	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12
Satd. Flow (prot)	0	1930	1867	0	0	1863
Flt Permitted		0.991				
Satd. Flow (perm)	0	1930	1867	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1153	822		389	
Travel Time (s)		26.2	18.7		8.8	
Peak Hour Factor	0.98	0.98	0.91	0.91	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	752	509	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.4%		**ICU Level of Service C**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			↗
Traffic Vol, veh/h	138	599	437	26	0	0
Future Vol, veh/h	138	599	437	26	0	0
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	98	98	91	91	92	92
Heavy Vehicles, %	0	1	1	0	2	2
Mvmt Flow	141	611	480	29	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	509	0	-	0	-	495
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	1066	-	-	-	0	575
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1066	-	-	-	-	575
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1066	-	-	-	-
HCM Lane V/C Ratio	0.132	-	-	-	-
HCM Control Delay (s)	8.9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	140	527	456	29	0	0
Future Volume (vph)	140	527	456	29	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12
Satd. Flow (prot)	0	1928	1867	0	0	1863
Flt Permitted		0.990				
Satd. Flow (perm)	0	1928	1867	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1153	822		389	
Travel Time (s)		26.2	18.7		8.8	
Peak Hour Factor	0.97	0.97	0.84	0.84	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	687	578	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			↱
Traffic Vol, veh/h	140	527	456	29	0	0
Future Vol, veh/h	140	527	456	29	0	0
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	97	97	84	84	92	92
Heavy Vehicles, %	0	1	1	0	2	2
Mvmt Flow	144	543	543	35	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	578	0	-	0	-	561
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	1006	-	-	-	0	527
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1006	-	-	-	-	527
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1006	-	-	-	-
HCM Lane V/C Ratio	0.143	-	-	-	-
HCM Control Delay (s)	9.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	-

2028 Design-Year with Existing Circulation Analysis

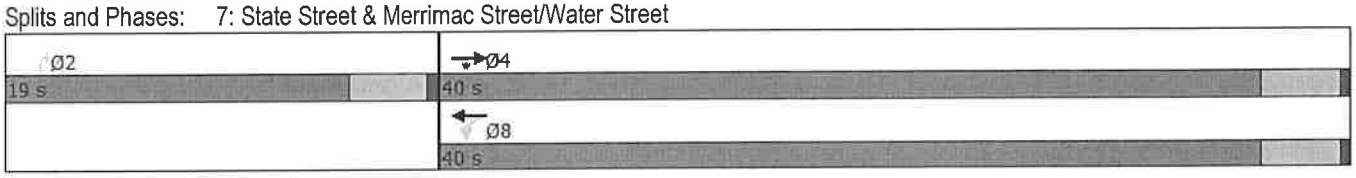
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	**422**	**295**	**34**	**374**	**0**	**0**
Future Volume (vph)	422	295	34	374	0	0
Ideal Flow (vphpl)	**1900**	**1900**	1900	**1900**	1900	1900
Grade (%)	11%			12%	11%	
Storage Length (ft)		275	75		**0**	**0**
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1796	1511	1680	1768	0	1796
Flt Permitted			0.374			
Satd. Flow (perm)	1796	1511	661	1768	0	1796
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		321				
Link Speed (mph)	30			**30**	30	
Link Distance (ft)	605			1108	167	
Travel Time (s)	13.8			**25.2**	3.8	
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	**1%**	**0%**	**0%**
Shared Lane Traffic (%)						
Lane Group Flow (vph)	459	321	39	430	0	**0**
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Detector Phase	4	4	8	**8**		**2**
Switch Phase						
Minimum Initial (s)	**4.0**	4.0	4.0	**4.0**		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0		20.0
Total Split (s)	**40.0**	40.0	40.0	**40.0**		**19.0**
Total Split (%)	67.8%	67.8%	67.8%	67.8%		32.2%
Maximum Green (s)	**36.0**	**36.0**	36.0	**36.0**		**15.0**
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	**0.5**	**0.5**	0.5	**0.5**		**0.5**
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	**4.0**	**4.0**	4.0	**4.0**		**4.0**
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	**None**	None	None	**None**		**Max**
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	**11.0**	**11.0**	11.0	**11.0**		**11.0**
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	**17.4**	**17.4**	17.4	**17.4**		
Actuated g/C Ratio	0.41	0.41	0.41	0.41		
v/c Ratio	**0.62**	**0.39**	0.14	**0.59**		
Control Delay	13.0	2.6	8.0	12.5		
Queue Delay	**0.0**	**0.0**	0.0	**0.0**		
Total Delay	13.0	2.6	8.0	12.5		
LOS	**B**	**A**	A	**B**		
Approach Delay	8.7			12.1		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			B		
Queue Length 50th (ft)	77	0	5	71		
Queue Length 95th (ft)	**135**	27	16	**120**		
Internal Link Dist (ft)	525			1028	87	
Turn Bay Length (ft)		275	75			
Base Capacity (vph)	1550	1348	570	1526		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.30	0.24	0.07	0.28		

Intersection Summary

Area Type: Other
Cycle Length: 59
Actuated Cycle Length: 42
Natural Cycle: 40
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 10.0 Intersection LOS: B
Intersection Capacity Utilization 31.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: State Street & Merrimac Street/Water Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	422	295	34	374	0	0
Future Volume (vph)	422	295	34	374	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1796	1511	1680	1768		
Flt Permitted	1.00	1.00	0.37	1.00		
Satd. Flow (perm)	1796	1511	661	1768		
Peak-hour factor, PHF	0.92	0.92	0.87	0.87	0.92	0.92
Adj. Flow (vph)	459	321	39	430	0	0
RTOR Reduction (vph)	0	187	0	0	0	0
Lane Group Flow (vph)	459	134	39	430	0	0
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Actuated Green, G (s)	17.4	17.4	17.4	17.4		
Effective Green, g (s)	17.4	17.4	17.4	17.4		
Actuated g/C Ratio	0.42	0.42	0.42	0.42		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	747	628	275	735		
v/s Ratio Prot	c0.26			0.24		
v/s Ratio Perm		0.09	0.06			
v/c Ratio	0.61	0.21	0.14	0.59		
Uniform Delay, d1	9.6	7.8	7.6	9.4		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.5	0.2	0.2	1.2		
Delay (s)	11.1	8.0	7.8	10.6		
Level of Service	B	A	A	B		
Approach Delay (s)	9.8			10.4	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	41.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

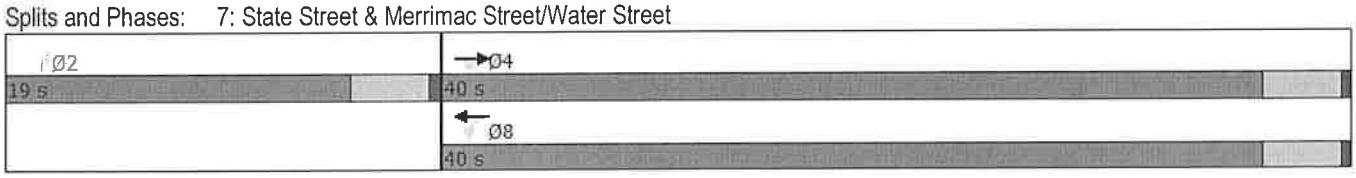
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	513	235	95	389	0	0
Future Volume (vph)	513	235	95	389	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Storage Length (ft)		275	75		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1778	1526	1680	1768	0	1796
Flt Permitted			0.298			
Satd. Flow (perm)	1778	1526	527	1768	0	1796
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		258				
Link Speed (mph)	30			30	30	
Link Distance (ft)	605			1108	167	
Travel Time (s)	13.8			25.2	3.8	
Peak Hour Factor	0.91	0.91	0.98	0.98	0.92	0.92
Heavy Vehicles (%)	1%	0%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	564	258	97	397	0	0
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Detector Phase	4	4	8	8		2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0		20.0
Total Split (s)	40.0	40.0	40.0	40.0		19.0
Total Split (%)	67.8%	67.8%	67.8%	67.8%		32.2%
Maximum Green (s)	36.0	36.0	36.0	36.0		15.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None		Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	21.0	21.0	21.0	21.0		
Actuated g/C Ratio	0.46	0.46	0.46	0.46		
v/c Ratio	0.69	0.31	0.40	0.49		
Control Delay	14.1	2.0	12.8	10.2		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	14.1	2.0	12.8	10.2		
LOS	B	A	B	B		
Approach Delay	10.3			10.7		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B		
Queue Length 50th (ft)	104	0	15	64		
Queue Length 95th (ft)	176	23	41	111		
Internal Link Dist (ft)	525			1028	87	
Turn Bay Length (ft)		275	75			
Base Capacity (vph)	1434	1281	425	1427		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.39	0.20	0.23	0.28		

Intersection Summary

Area Type: Other
Cycle Length: 59
Actuated Cycle Length: 45.7
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 38.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: State Street & Merrimac Street/Water Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	513	235	95	389	0	0
Future Volume (vph)	513	235	95	389	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1778	1526	1680	1768		
Flt Permitted	1.00	1.00	0.30	1.00		
Satd. Flow (perm)	1778	1526	527	1768		
Peak-hour factor, PHF	0.91	0.91	0.98	0.98	0.92	0.92
Adj. Flow (vph)	564	258	97	397	0	0
RTOR Reduction (vph)	0	139	0	0	0	0
Lane Group Flow (vph)	564	119	97	397	0	0
Heavy Vehicles (%)	1%	0%	1%	1%	0%	0%
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Actuated Green, G (s)	21.0	21.0	21.0	21.0		
Effective Green, g (s)	21.0	21.0	21.0	21.0		
Actuated g/C Ratio	0.46	0.46	0.46	0.46		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	820	704	243	816		
v/s Ratio Prot	c0.32			0.22		
v/s Ratio Perm		0.08	0.18			
v/c Ratio	0.69	0.17	0.40	0.49		
Uniform Delay, d1	9.7	7.2	8.1	8.5		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.4	0.1	1.1	0.5		
Delay (s)	12.1	7.3	9.2	9.0		
Level of Service	B	A	A	A		
Approach Delay (s)	10.6			9.0	0.0	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	45.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

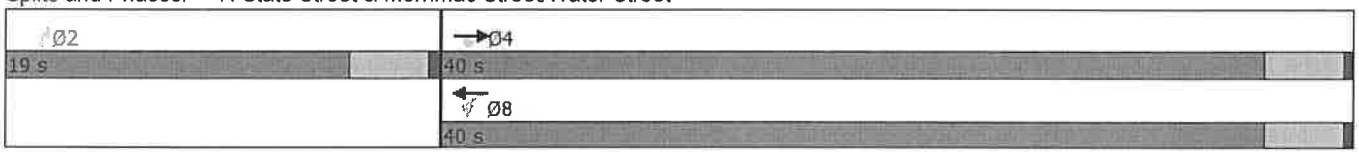
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	522	401	109	455	0	0
Future Volume (vph)	522	401	109	455	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Storage Length (ft)		275	75		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1778	1511	1680	1768	0	1796
Flt Permitted			0.282			
Satd. Flow (perm)	1778	1511	499	1768	0	1796
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		466				
Link Speed (mph)	30			30	30	
Link Distance (ft)	605			1108	167	
Travel Time (s)	13.8			25.2	3.8	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	607	466	122	511	0	0
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Detector Phase	4	4	8	8		2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0		20.0
Total Split (s)	40.0	40.0	40.0	40.0		19.0
Total Split (%)	67.8%	67.8%	67.8%	67.8%		32.2%
Maximum Green (s)	36.0	36.0	36.0	36.0		15.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None		Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	24.0	24.0	24.0	24.0		
Actuated g/C Ratio	0.49	0.49	0.49	0.49		
v/c Ratio	0.69	0.48	0.50	0.59		
Control Delay	13.6	2.5	15.3	11.2		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	13.6	2.5	15.3	11.2		
LOS	B	A	B	B		
Approach Delay	8.8			12.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			B		
Queue Length 50th (ft)	115	0	20	90		
Queue Length 95th (ft)	179	24	55	149		
Internal Link Dist (ft)	525			1028	87	
Turn Bay Length (ft)		275	75			
Base Capacity (vph)	1353	1261	379	1345		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.45	0.37	0.32	0.38		

Intersection Summary

Area Type: Other
Cycle Length: 59
Actuated Cycle Length: 48.7
Natural Cycle: 50
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 10.0 Intersection LOS: A
Intersection Capacity Utilization 40.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: State Street & Merrimac Street/Water Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	522	401	109	455	0	0
Future Volume (vph)	522	401	109	455	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1778	1511	1680	1768		
Flt Permitted	1.00	1.00	0.28	1.00		
Satd. Flow (perm)	1778	1511	498	1768		
Peak-hour factor, PHF	0.86	0.86	0.89	0.89	0.92	0.92
Adj. Flow (vph)	607	466	122	511	0	0
RTOR Reduction (vph)	0	235	0	0	0	0
Lane Group Flow (vph)	607	231	122	511	0	0
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Actuated Green, G (s)	24.0	24.0	24.0	24.0		
Effective Green, g (s)	24.0	24.0	24.0	24.0		
Actuated g/C Ratio	0.49	0.49	0.49	0.49		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	879	747	246	874		
v/s Ratio Prot	c0.34			0.29		
v/s Ratio Perm		0.15	0.25			
v/c Ratio	0.69	0.31	0.50	0.58		
Uniform Delay, d1	9.4	7.3	8.2	8.7		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.4	0.2	1.6	1.0		
Delay (s)	11.8	7.5	9.8	9.7		
Level of Service	B	A	A	A		
Approach Delay (s)	9.9			9.7	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	48.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

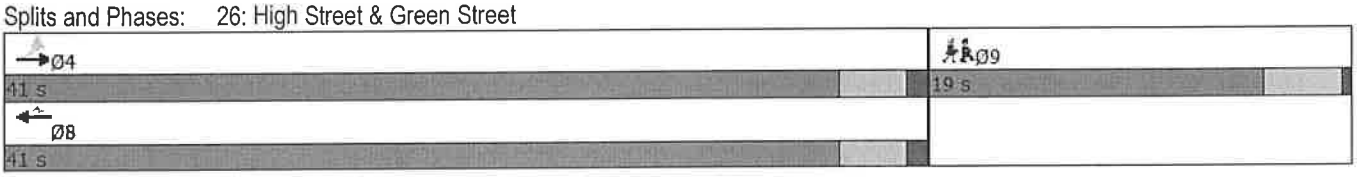
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	182	361	513	126	0	0	
Future Volume (vph)	182	361	513	126	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	12	12	
Storage Length (ft)	100			100	0	0	
Storage Lanes	1			1	0	0	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1668	1801	1818	1546	0	0	
Flt Permitted	0.265						
Satd. Flow (perm)	465	1801	1818	1546	0	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				150			
Link Speed (mph)		30	30		30		
Link Distance (ft)		760	697		492		
Travel Time (s)		17.3	15.8		11.2		
Peak Hour Factor	0.87	0.87	0.84	0.84	0.92	0.92	
Heavy Vehicles (%)	1%	2%	1%	1%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	209	415	611	150	0	0	
Turn Type	Perm	NA	NA	Perm			
Protected Phases		4	8				9
Permitted Phases	4			8			
Detector Phase	4	4	8	8			
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0			4.0
Minimum Split (s)	20.0	20.0	20.0	20.0			19.0
Total Split (s)	41.0	41.0	41.0	41.0			19.0
Total Split (%)	68.3%	68.3%	68.3%	68.3%			32%
Maximum Green (s)	37.0	37.0	37.0	37.0			15.0
Yellow Time (s)	3.0	3.0	3.0	3.0			3.5
All-Red Time (s)	1.0	1.0	1.0	1.0			0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0	4.0	4.0			
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0			3.0
Recall Mode	Min	Min	Min	Min			Max
Walk Time (s)	5.0	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0			30
Act Effct Green (s)	22.3	22.3	22.3	22.3			
Actuated g/C Ratio	0.47	0.47	0.47	0.47			
v/c Ratio	0.95	0.49	0.71	0.19			
Control Delay	65.3	9.8	14.2	1.8			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	65.3	9.8	14.2	1.8			
LOS	E	A	B	A			
Approach Delay		28.4	11.8				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Approach LOS		C	B				
Queue Length 50th (ft)	48	67	115	0			
Queue Length 95th (ft)	#159	108	169	14			
Internal Link Dist (ft)		680	617		412		
Turn Bay Length (ft)	100			100			
Base Capacity (vph)	375	1454	1468	1277			
Starvation Cap Reductn	0	0	0	0			
Spillback Cap Reductn	0	0	0	0			
Storage Cap Reductn	0	0	0	0			
Reduced v/c Ratio	0.56	0.29	0.42	0.12			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 47.1
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 43.7% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: High Street & Green Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	182	361	513	126	0	0
Future Volume (vph)	182	361	513	126	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	11	11	11	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1668	1801	1818	1546		
Flt Permitted	0.27	1.00	1.00	1.00		
Satd. Flow (perm)	466	1801	1818	1546		
Peak-hour factor, PHF	0.87	0.87	0.84	0.84	0.92	0.92
Adj. Flow (vph)	209	415	611	150	0	0
RTOR Reduction (vph)	0	0	0	79	0	0
Lane Group Flow (vph)	209	415	611	71	0	0
Heavy Vehicles (%)	1%	2%	1%	1%	2%	2%
Turn Type	Perm	NA	NA	Perm		
Protected Phases		4	8			
Permitted Phases	4			8		
Actuated Green, G (s)	22.3	22.3	22.3	22.3		
Effective Green, g (s)	22.3	22.3	22.3	22.3		
Actuated g/C Ratio	0.48	0.48	0.48	0.48		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	221	856	864	735		
v/s Ratio Prot		0.23	0.34			
v/s Ratio Perm	c0.45			0.05		
v/c Ratio	0.95	0.48	0.71	0.10		
Uniform Delay, d1	11.7	8.4	9.7	6.8		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	45.1	0.4	2.7	0.1		
Delay (s)	56.8	8.8	12.4	6.8		
Level of Service	E	A	B	A		
Approach Delay (s)		24.9	11.3		0.0	
Approach LOS		C	B		A	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	46.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

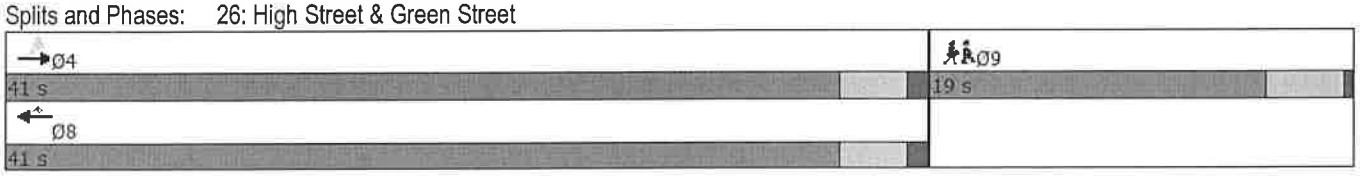
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	184	445	675	116	0	0	
Future Volume (vph)	184	445	675	116	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	12	12	
Storage Length (ft)	100			100	0	0	
Storage Lanes	1			1	0	0	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1685	1818	1837	1561	0	0	
Flt Permitted	0.215						
Satd. Flow (perm)	381	1818	1837	1561	0	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				121			
Link Speed (mph)		30	30		30		
Link Distance (ft)		760	697		492		
Travel Time (s)		17.3	15.8		11.2		
Peak Hour Factor	0.97	0.97	0.96	0.96	0.92	0.92	
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	190	459	703	121	0	0	
Turn Type	Perm	NA	NA	Perm			
Protected Phases		4	8				9
Permitted Phases	4			8			
Detector Phase	4	4	8	8			
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0			4.0
Minimum Split (s)	20.0	20.0	20.0	20.0			19.0
Total Split (s)	41.0	41.0	41.0	41.0			19.0
Total Split (%)	68.3%	68.3%	68.3%	68.3%			32%
Maximum Green (s)	37.0	37.0	37.0	37.0			15.0
Yellow Time (s)	3.0	3.0	3.0	3.0			3.5
All-Red Time (s)	1.0	1.0	1.0	1.0			0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0	4.0	4.0			
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0			3.0
Recall Mode	Min	Min	Min	Min			Max
Walk Time (s)	5.0	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0			30
Act Effct Green (s)	25.4	25.4	25.4	25.4			
Actuated g/C Ratio	0.51	0.51	0.51	0.51			
v/c Ratio	0.98	0.50	0.76	0.14			
Control Delay	79.0	9.6	15.2	1.7			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	79.0	9.6	15.2	1.7			
LOS	E	A	B	A			
Approach Delay		29.9	13.2				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Approach LOS		C	B				
Queue Length 50th (ft)	47	77	142	0			
Queue Length 95th (ft)	**#168**	129	238	15			
Internal Link Dist (ft)		680	617		412		
Turn Bay Length (ft)	100			100			
Base Capacity (vph)	290	1383	1398	1217			
Starvation Cap Reductn	0	0	0	0			
Spillback Cap Reductn	0	0	0	0			
Storage Cap Reductn	0	0	0	0			
Reduced v/c Ratio	0.66	0.33	0.50	0.10			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 50.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 52.4% ICU Level of Service A
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: High Street & Green Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	184	445	675	116	0	0
Future Volume (vph)	184	445	675	116	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	11	11	11	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1685	1818	1837	1561		
Flt Permitted	0.21	1.00	1.00	1.00		
Satd. Flow (perm)	380	1818	1837	1561		
Peak-hour factor, PHF	0.97	0.97	0.96	0.96	0.92	0.92
Adj. Flow (vph)	190	459	703	121	0	0
RTOR Reduction (vph)	0	0	0	59	0	0
Lane Group Flow (vph)	190	459	703	62	0	0
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%
Turn Type	Perm	NA	NA	Perm		
Protected Phases		4	8			
Permitted Phases	4			8		
Actuated Green, G (s)	25.4	25.4	25.4	25.4		
Effective Green, g (s)	25.4	25.4	25.4	25.4		
Actuated g/C Ratio	0.51	0.51	0.51	0.51		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	193	925	935	794		
v/s Ratio Prot		0.25	0.38			
v/s Ratio Perm	c0.50			0.04		
v/c Ratio	0.98	0.50	0.75	0.08		
Uniform Delay, d1	12.1	8.0	9.7	6.3		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	59.8	0.4	3.5	0.0		
Delay (s)	71.9	8.5	13.2	6.3		
Level of Service	E	A	B	A		
Approach Delay (s)		27.0	12.2		0.0	
Approach LOS		C	B		A	

Intersection Summary			
HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	49.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

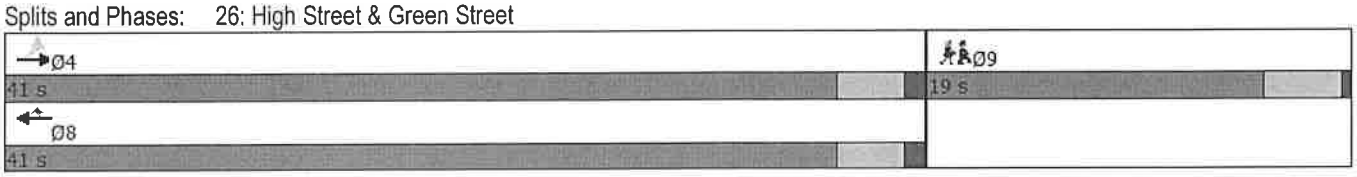
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	160	444	666	132	0	0	
Future Volume (vph)	160	444	666	132	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	12	12	
Storage Length (ft)	100			100	0	0	
Storage Lanes	1			1	0	0	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1668	1818	1818	1561	0	0	
Flt Permitted	0.202						
Satd. Flow (perm)	355	1818	1818	1561	0	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				145			
Link Speed (mph)		30	30		30		
Link Distance (ft)		760	697		492		
Travel Time (s)		17.3	15.8		11.2		
Peak Hour Factor	0.89	0.89	0.91	0.91	0.92	0.92	
Heavy Vehicles (%)	1%	1%	1%	0%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	180	499	732	145	0	0	
Turn Type	Perm	NA	NA	Perm			
Protected Phases		4	8				9
Permitted Phases	4			8			
Detector Phase	4	4	8	8			
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0			4.0
Minimum Split (s)	20.0	20.0	20.0	20.0			19.0
Total Split (s)	41.0	41.0	41.0	41.0			19.0
Total Split (%)	68.3%	68.3%	68.3%	68.3%			32%
Maximum Green (s)	37.0	37.0	37.0	37.0			15.0
Yellow Time (s)	3.0	3.0	3.0	3.0			3.5
All-Red Time (s)	1.0	1.0	1.0	1.0			0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.0	4.0	4.0	4.0			
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0			3.0
Recall Mode	Min	Min	Min	Min			Max
Walk Time (s)	5.0	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0	0			30
Act Effct Green (s)	26.7	26.7	26.7	26.7			
Actuated g/C Ratio	0.52	0.52	0.52	0.52			
v/c Ratio	0.98	0.53	0.78	0.16			
Control Delay	78.9	9.8	15.8	1.6			
Queue Delay	0.0	0.0	0.0	0.0			
Total Delay	78.9	9.8	15.8	1.6			
LOS	E	A	B	A			
Approach Delay		28.1	13.5				

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Approach LOS		C	B				
Queue Length 50th (ft)	46	86	153	0			
Queue Length 95th (ft)	#162	141	259	17			
Internal Link Dist (ft)		680	617		412		
Turn Bay Length (ft)	100			100			
Base Capacity (vph)	263	1346	1346	1193			
Starvation Cap Reductn	0	0	0	0			
Spillback Cap Reductn	0	0	0	0			
Storage Cap Reductn	0	0	0	0			
Reduced v/c Ratio	0.68	0.37	0.54	0.12			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 51.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 19.9 Intersection LOS: B
Intersection Capacity Utilization 50.6% ICU Level of Service A
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: High Street & Green Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	444	666	132	0	0
Future Volume (vph)	160	444	666	132	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	11	11	11	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	1.00	0.85		
Flt Protected	0.95	1.00	1.00	1.00		
Satd. Flow (prot)	1668	1818	1818	1561		
Flt Permitted	0.20	1.00	1.00	1.00		
Satd. Flow (perm)	354	1818	1818	1561		
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.92	0.92
Adj. Flow (vph)	180	499	732	145	0	0
RTOR Reduction (vph)	0	0	0	69	0	0
Lane Group Flow (vph)	180	499	732	76	0	0
Heavy Vehicles (%)	1%	1%	1%	0%	2%	2%
Turn Type	Perm	NA	NA	Perm		
Protected Phases		4	8			
Permitted Phases	4			8		
Actuated Green, G (s)	26.7	26.7	26.7	26.7		
Effective Green, g (s)	26.7	26.7	26.7	26.7		
Actuated g/C Ratio	0.52	0.52	0.52	0.52		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	184	948	948	814		
v/s Ratio Prot		0.27	0.40			
v/s Ratio Perm	c0.51			0.05		
v/c Ratio	0.98	0.53	0.77	0.09		
Uniform Delay, d1	12.0	8.1	9.8	6.2		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	59.3	0.5	4.0	0.0		
Delay (s)	71.3	8.6	13.8	6.2		
Level of Service	E	A	B	A		
Approach Delay (s)		25.2	12.5		0.0	
Approach LOS		C	B		A	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	51.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	339	34	41	401	0	101	0	123	35	88	203
Future Volume (vph)	0	339	34	41	401	0	101	0	123	35	88	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	12	12	12	12	16	12	15
Storage Length (ft)	0		75	75		0	100		0	0		100
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1863	1370	1685	1818	0	1787	0	1599	2046	1900	1777
Flt Permitted				0.338			0.950			0.950		
Satd. Flow (perm)	0	1863	1370	599	1818	0	1787	0	1599	2046	1900	1777
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			1153			239			654	
Travel Time (s)		15.8			26.2			5.4			14.9	
Peak Hour Factor	0.85	0.85	0.85	0.76	0.76	0.76	0.78	0.78	0.78	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	10%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	399	40	54	528	0	129	0	158	39	98	226
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Minimum Split (s)		21.0	21.0	21.0	21.0		16.0		16.0	21.0	21.0	21.0
Total Split (s)		30.0	30.0	30.0	30.0		16.0		16.0	21.0	21.0	21.0
Total Split (%)		34.5%	34.5%	34.5%	34.5%		18.4%		18.4%	24.1%	24.1%	24.1%
Maximum Green (s)		25.0	25.0	25.0	25.0		11.0		11.0	16.0	16.0	16.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		None		None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		26.1	26.1	26.1	26.1		11.5		11.5	14.0	14.0	14.0
Actuated g/C Ratio		0.37	0.37	0.37	0.37		0.16		0.16	0.20	0.20	0.20
v/c Ratio		0.58	0.08	0.24	0.79		0.44		0.61	0.10	0.26	0.64
Control Delay		25.4	20.0	24.3	34.2		36.1		42.9	27.3	29.0	37.5
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		25.4	20.0	24.3	34.2		36.1		42.9	27.3	29.0	37.5
LOS		C	B	C	C		D		D	C	C	D
Approach Delay		24.9			33.3			39.8			34.1	

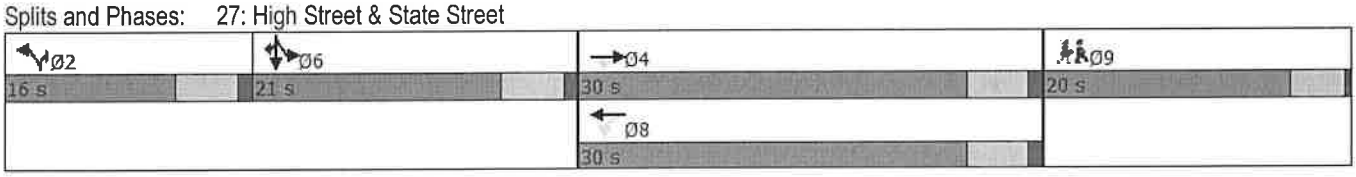
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	23%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		114	9	13	167		45		56	12	32	79
Queue Length 95th (ft)		**275**	**37**	**46**	**#363**		**104**		**#135**	**44**	90	192
Internal Link Dist (ft)		617			1073			159			574	
Turn Bay Length (ft)			**75**	**75**			**100**					100
Base Capacity (vph)		713	524	229	696		315		282	512	475	445
Starvation Cap Reductn		0	**0**	**0**	**0**		**0**		**0**	0	0	0
Spillback Cap Reductn		0	0	0	0		0		0	0	0	0
Storage Cap Reductn		0	**0**	**0**	**0**		**0**		**0**	0	0	0
Reduced v/c Ratio		0.56	0.08	0.24	0.76		0.41		0.56	0.08	0.21	0.51

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 70.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 32.4 Intersection LOS: C
Intersection Capacity Utilization 49.3% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: High Street & State Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	339	34	41	401	0	101	0	123	35	88	203
Future Volume (vph)	0	339	34	41	401	0	101	0	123	35	88	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	11	12	12	12	12	16	12	15
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1863	1370	1685	1818		1787		1599	2046	1900	1776
Flt Permitted		1.00	1.00	0.34	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (perm)		1863	1370	600	1818		1787		1599	2046	1900	1776
Peak-hour factor, PHF	0.85	0.85	0.85	0.76	0.76	0.76	0.78	0.78	0.78	0.90	0.90	0.90
Adj. Flow (vph)	0	399	40	54	528	0	129	0	158	39	98	226
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	399	40	54	528	0	129	0	158	39	98	226
Heavy Vehicles (%)	0%	2%	10%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Actuated Green, G (s)		25.0	25.0	25.0	25.0		10.5		10.5	13.0	13.0	13.0
Effective Green, g (s)		26.0	26.0	26.0	26.0		11.5		11.5	14.0	14.0	14.0
Actuated g/C Ratio		0.36	0.36	0.36	0.36		0.16		0.16	0.19	0.19	0.19
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		666	489	214	650		282		252	394	365	342
v/s Ratio Prot		0.21			c0.29		0.07		c0.10	0.02	0.05	c0.13
v/s Ratio Perm			0.03	0.09								
v/c Ratio		0.60	0.08	0.25	0.81		0.46		0.63	0.10	0.27	0.66
Uniform Delay, d1		19.1	15.5	16.5	21.1		27.8		28.6	24.2	25.0	27.2
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		1.5	0.1	0.6	7.6		1.2		4.8	0.1	0.4	4.7
Delay (s)		20.5	15.5	17.1	28.8		28.9		33.4	24.3	25.4	31.9
Level of Service		C	B	B	C		C		C	C	C	C
Approach Delay (s)		20.1			27.7			31.4			29.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	72.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	548	20	36	407	0	130	0	208	66	112	247
Future Volume (vph)	0	548	20	36	407	0	130	0	208	66	112	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	12	12	12	12	16	12	15
Storage Length (ft)	0		75	75		0	100		0	0		100
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	1507	1636	1837	0	1805	0	1615	2046	1900	1759
Flt Permitted				0.152			0.950			0.950		
Satd. Flow (perm)	0	1881	1507	262	1837	0	1805	0	1615	2046	1900	1759
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			1153			239			654	
Travel Time (s)		15.8			26.2			5.4			14.9	
Peak Hour Factor	0.95	0.95	0.95	0.82	0.82	0.82	0.73	0.73	0.73	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	577	21	44	496	0	178	0	285	77	130	287
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Minimum Split (s)		21.0	21.0	21.0	21.0		16.0		16.0	21.0	21.0	21.0
Total Split (s)		30.0	30.0	30.0	30.0		18.0		18.0	19.0	19.0	19.0
Total Split (%)		34.5%	34.5%	34.5%	34.5%		20.7%		20.7%	21.8%	21.8%	21.8%
Maximum Green (s)		25.0	25.0	25.0	25.0		13.0		13.0	14.0	14.0	14.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		None		None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		26.4	26.4	26.4	26.4		14.2		14.2	15.2	15.2	15.2
Actuated g/C Ratio		0.35	0.35	0.35	0.35		0.19		0.19	0.20	0.20	0.20
v/c Ratio		0.87	0.04	0.48	0.77		0.52		0.93	0.19	0.34	0.80
Control Delay		41.7	20.4	45.1	33.9		36.0		71.9	29.3	31.1	50.3
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		41.7	20.4	45.1	33.9		36.0		71.9	29.3	31.1	50.3
LOS		D	C	D	C		D		E	C	C	D
Approach Delay		40.9			34.8			58.1			42.0	

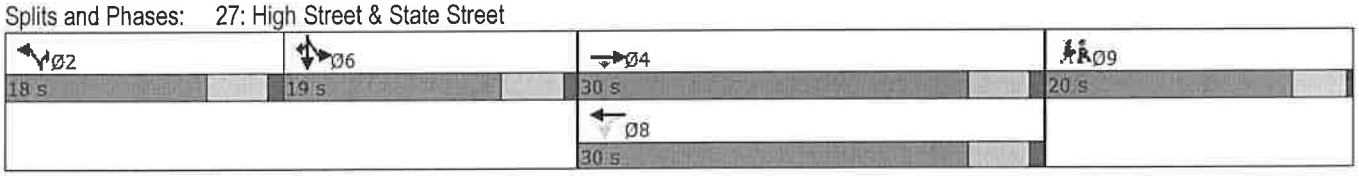
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	23%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			E			D	
Queue Length 50th (ft)		203	5	13	165		64		113	26	45	110
Queue Length 95th (ft)		**#539**	**25**	**#62**	#375		125		**#241**	**72**	**112**	**#288**
Internal Link Dist (ft)		617			1073			159			574	
Turn Bay Length (ft)			**75**	75			100					**100**
Base Capacity (vph)		662	530	92	646		342		306	416	386	357
Starvation Cap Reductn		**0**	0	0	0		0		0	**0**	**0**	**0**
Spillback Cap Reductn		0	0	0	0		0		0	0	0	0
Storage Cap Reductn		**0**	0	0	0		0		0	**0**	**0**	**0**
Reduced v/c Ratio		0.87	0.04	0.48	0.77		0.52		0.93	0.19	0.34	0.80

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 75
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 43.4 Intersection LOS: D
Intersection Capacity Utilization 55.4% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: High Street & State Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	548	20	36	407	0	130	0	208	66	112	247
Future Volume (vph)	0	548	20	36	407	0	130	0	208	66	112	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	11	12	12	12	12	16	12	15
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1881	1507	1636	1837		1805		1615	2046	1900	1759
Flt Permitted		1.00	1.00	0.15	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (perm)		1881	1507	261	1837		1805		1615	2046	1900	1759
Peak-hour factor, PHF	0.95	0.95	0.95	0.82	0.82	0.82	0.73	0.73	0.73	0.86	0.86	0.86
Adj. Flow (vph)	0	577	21	44	496	0	178	0	285	77	130	287
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	577	21	44	496	0	178	0	285	77	130	287
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	1%
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Actuated Green, G (s)		25.4	25.4	25.4	25.4		13.2		13.2	14.2	14.2	14.2
Effective Green, g (s)		26.4	26.4	26.4	26.4		14.2		14.2	15.2	15.2	15.2
Actuated g/C Ratio		0.34	0.34	0.34	0.34		0.18		0.18	0.20	0.20	0.20
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		642	514	89	627		331		296	402	373	345
v/s Ratio Prot		c0.31			0.27		0.10		c0.18	0.04	0.07	c0.16
v/s Ratio Perm			0.01	0.17								
v/c Ratio		0.90	0.04	0.49	0.79		0.54		0.96	0.19	0.35	0.83
Uniform Delay, d1		24.2	17.0	20.2	23.0		28.6		31.3	25.9	26.8	29.8
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		15.3	0.0	4.3	6.8		1.7		42.0	0.2	0.6	15.6
Delay (s)		39.5	17.0	24.4	29.7		30.3		73.3	26.2	27.3	45.4
Level of Service		D	B	C	C		C		E	C	C	D
Approach Delay (s)		38.7			29.3			56.7			37.7	
Approach LOS		D			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	77.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	523	39	30	491	0	108	0	130	73	117	277
Future Volume (vph)	0	523	39	30	491	0	108	0	130	73	117	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	12	12	12	12	16	12	15
Storage Length (ft)	0		75	75		0	100		0	0		100
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	1507	1620	1837	0	1805	0	1599	2046	1900	1742
Flt Permitted				0.150			0.950			0.950		
Satd. Flow (perm)	0	1881	1507	256	1837	0	1805	0	1599	2046	1900	1742
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			1153			239			654	
Travel Time (s)		15.8			26.2			5.4			14.9	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.78	0.78	0.78	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	575	43	36	585	0	138	0	167	76	122	289
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Minimum Split (s)		21.0	21.0	21.0	21.0		16.0		16.0	21.0	21.0	21.0
Total Split (s)		30.0	30.0	30.0	30.0		16.0		16.0	21.0	21.0	21.0
Total Split (%)		34.5%	34.5%	34.5%	34.5%		18.4%		18.4%	24.1%	24.1%	24.1%
Maximum Green (s)		25.0	25.0	25.0	25.0		11.0		11.0	16.0	16.0	16.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		None		None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		26.6	26.6	26.6	26.6		11.7		11.7	16.3	16.3	16.3
Actuated g/C Ratio		0.36	0.36	0.36	0.36		0.16		0.16	0.22	0.22	0.22
v/c Ratio		0.85	0.08	0.39	0.88		0.48		0.66	0.17	0.29	0.75
Control Delay		38.9	20.2	38.7	42.8		37.5		46.4	27.4	28.8	43.2
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		38.9	20.2	38.7	42.8		37.5		46.4	27.4	28.8	43.2
LOS		D	C	D	D		D		D	C	C	D
Approach Delay		37.6			42.6			42.4			37.1	

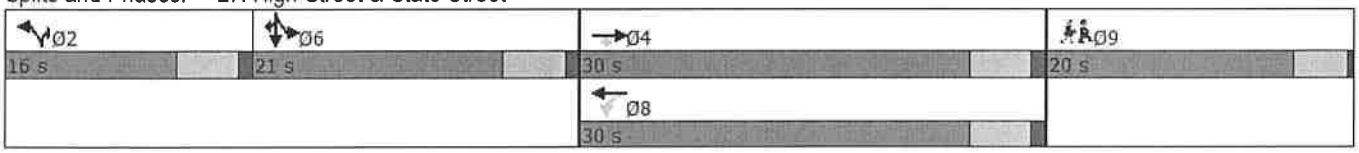
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	23%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		**D**			**D**			**D**			**D**	
Queue Length 50th (ft)		201	11	10	209		51		63	24	40	106
Queue Length 95th (ft)		**#536**	41	#52	**#498**		**110**		**#146**	72	**108**	**#291**
Internal Link Dist (ft)		617			1073			159			574	
Turn Bay Length (ft)			75	75			100					**100**
Base Capacity (vph)		679	544	92	663		300		266	483	448	411
Starvation Cap Reductn		**0**	0	0	0		0		**0**	0	**0**	**0**
Spillback Cap Reductn		0	0	0	0		0		0	0	0	0
Storage Cap Reductn		**0**	0	0	0		0		**0**	0	**0**	**0**
Reduced v/c Ratio		0.85	0.08	0.39	0.88		0.46		0.63	0.16	0.27	0.70

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 73.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 39.7 Intersection LOS: D
Intersection Capacity Utilization 59.0% ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: High Street & State Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	523	39	30	491	0	108	0	130	73	117	277
Future Volume (vph)	0	523	39	30	491	0	108	0	130	73	117	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	11	12	12	12	12	16	12	15
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1881	1507	1620	1837		1805		1599	2046	1900	1742
Flt Permitted		1.00	1.00	0.15	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (perm)		1881	1507	256	1837		1805		1599	2046	1900	1742
Peak-hour factor, PHF	0.91	0.91	0.91	0.84	0.84	0.84	0.78	0.78	0.78	0.96	0.96	0.96
Adj. Flow (vph)	0	575	43	36	585	0	138	0	167	76	122	289
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	575	43	36	585	0	138	0	167	76	122	289
Heavy Vehicles (%)	0%	1%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Actuated Green, G (s)		25.6	25.6	25.6	25.6		10.6		10.6	15.3	15.3	15.3
Effective Green, g (s)		26.6	26.6	26.6	26.6		11.6		11.6	16.3	16.3	16.3
Actuated g/C Ratio		0.35	0.35	0.35	0.35		0.15		0.15	0.21	0.21	0.21
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		659	528	89	643		275		244	439	408	374
v/s Ratio Prot		0.31			c0.32		0.08		c0.10	0.04	0.06	c0.17
v/s Ratio Perm			0.03	0.14								
v/c Ratio		0.87	0.08	0.40	0.91		0.50		0.68	0.17	0.30	0.77
Uniform Delay, d1		23.1	16.5	18.7	23.5		29.5		30.4	24.3	25.0	28.1
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		12.2	0.1	3.0	16.8		1.4		7.7	0.2	0.4	9.5
Delay (s)		35.3	16.5	21.6	40.3		30.9		38.1	24.5	25.4	37.6
Level of Service		D	B	C	D		C		D	C	C	D
Approach Delay (s)		34.0			39.2			34.9			32.5	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	75.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	599	21	33	426	3	27	0	31	3	2	1
Future Volume (vph)	3	599	21	33	426	3	27	0	31	3	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1869	0	0	2081	0	0	1952	0	0	2066	0
Flt Permitted					0.996			0.977			0.976	
Satd. Flow (perm)	0	1869	0	0	2081	0	0	1952	0	0	2066	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		280			1813			1760			275	
Travel Time (s)		6.4			41.2			40.0			6.3	
Peak Hour Factor	0.81	0.81	0.81	0.98	0.98	0.98	0.77	0.77	0.77	0.75	0.75	0.75
Heavy Vehicles (%)	0%	1%	5%	3%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	770	0	0	472	0	0	75	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: **Unsignalized**			
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	599	21	33	426	3	27	0	31	3	2	1
Future Vol, veh/h	3	599	21	33	426	3	27	0	31	3	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	98	98	98	77	77	77	75	75	75
Heavy Vehicles, %	0	1	5	3	3	0	0	0	0	0	0	0
Mvmt Flow	4	740	26	34	435	3	35	0	40	4	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	766	0	0	1268	1267	753	1286	1279	437
Stage 1	-	-	-	-	-	-	761	761	-	505	505	-
Stage 2	-	-	-	-	-	-	507	506	-	781	774	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.227	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1133	-	-	843	-	-	147	170	413	143	167	624
Stage 1	-	-	-	-	-	-	401	417	-	553	544	-
Stage 2	-	-	-	-	-	-	552	543	-	391	411	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1133	-	-	843	-	-	138	160	413	123	157	624
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	160	-	123	157	-
Stage 1	-	-	-	-	-	-	399	414	-	550	515	-
Stage 2	-	-	-	-	-	-	519	514	-	351	409	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	30.7	29.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	1133	-	-	843	-	-	155
HCM Lane V/C Ratio	0.352	0.003	-	-	0.04	-	-	0.052
HCM Control Delay (s)	30.7	8.2	0	-	9.4	0	-	29.5
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	717	59	40	548	8	34	8	67	3	0	4
Future Volume (vph)	5	717	59	40	548	8	34	8	67	3	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1881	0	0	2143	0	0	1943	0	0	1950	0
Flt Permitted					0.997			0.984			0.978	
Satd. Flow (perm)	0	1881	0	0	2143	0	0	1943	0	0	1950	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		280			1813			1760			275	
Travel Time (s)		6.4			41.2			40.0			6.3	
Peak Hour Factor	0.95	0.95	0.95	0.82	0.82	0.82	0.86	0.86	0.86	0.35	0.35	0.35
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	822	0	0	727	0	0	127	0	0	20	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	717	59	40	548	8	34	8	67	3	0	4
Future Vol, veh/h	5	717	59	40	548	8	34	8	67	3	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	82	82	82	86	86	86	35	35	35
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	755	62	49	668	10	40	9	78	9	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	678	0	0	817	0	0	1573	1572	786	1611	1598	673
Stage 1	-	-	-	-	-	-	796	796	-	771	771	-
Stage 2	-	-	-	-	-	-	777	776	-	840	827	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	923	-	-	820	-	-	90	111	395	85	107	459
Stage 1	-	-	-	-	-	-	383	402	-	396	413	-
Stage 2	-	-	-	-	-	-	393	410	-	363	389	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	923	-	-	820	-	-	81	99	395	58	96	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	99	-	58	96	-
Stage 1	-	-	-	-	-	-	379	398	-	392	373	-
Stage 2	-	-	-	-	-	-	346	371	-	282	385	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	78.2	42.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	163	923	-	-	820	-	-	116
HCM Lane V/C Ratio	0.778	0.006	-	-	0.059	-	-	0.172
HCM Control Delay (s)	78.2	8.9	0	-	9.7	0	-	42.4
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	5	0	-	-	0.2	-	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	543	30	39	514	5	30	7	47	4	0	7
Future Volume (vph)	6	543	30	39	514	5	30	7	47	4	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1867	0	0	2125	0	0	1956	0	0	1937	0
Flt Permitted		0.999			0.997			0.983			0.982	
Satd. Flow (perm)	0	1867	0	0	2125	0	0	1956	0	0	1937	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		280			1813			1760			275	
Travel Time (s)		6.4			41.2			40.0			6.3	
Peak Hour Factor	0.97	0.97	0.97	0.89	0.89	0.89	0.78	0.78	0.78	0.69	0.69	0.69
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	597	0	0	628	0	0	107	0	0	16	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	543	30	39	514	5	30	7	47	4	0	7
Future Vol, veh/h	6	543	30	39	514	5	30	7	47	4	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	78	78	78	69	69	69
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	560	31	44	578	6	38	9	60	6	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	591	0	0	1262	1260	576	1291	1272	581
Stage 1	-	-	-	-	-	-	588	588	-	669	669	-
Stage 2	-	-	-	-	-	-	674	672	-	622	603	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1001	-	-	995	-	-	148	172	521	142	169	517
Stage 1	-	-	-	-	-	-	499	499	-	450	459	-
Stage 2	-	-	-	-	-	-	448	458	-	478	492	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1001	-	-	995	-	-	137	159	521	113	157	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	159	-	113	157	-
Stage 1	-	-	-	-	-	-	495	495	-	446	429	-
Stage 2	-	-	-	-	-	-	411	428	-	411	488	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	32.1	22.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	1001	-	-	995	-	-	225
HCM Lane V/C Ratio	0.452	0.006	-	-	0.044	-	-	0.071
HCM Control Delay (s)	32.1	8.6	0	-	8.8	0	-	22.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.2	0	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	561	117	91	360	0	0	0	0	194	49	67
Future Volume (vph)	0	561	117	91	360	0	0	0	0	194	49	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	12	12	11	11	12
Satd. Flow (prot)	0	1780	0	0	2058	0	0	0	0	1728	1559	0
Flt Permitted					0.990					0.950		
Satd. Flow (perm)	0	1780	0	0	2058	0	0	0	0	1728	1559	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1813			143			340			345	
Travel Time (s)		41.2			3.3			7.7			7.8	
Peak Hour Factor	0.81	0.81	0.81	0.77	0.77	0.77	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	6%	3%	2%	0%	0%	0%	1%	11%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	837	0	0	586	0	0	0	0	204	123	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	56.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰					↰	↱	
Traffic Vol, veh/h	0	561	117	91	360	0	0	0	0	194	49	67
Future Vol, veh/h	0	561	117	91	360	0	0	0	0	194	49	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	77	77	77	92	92	92	95	95	95
Heavy Vehicles, %	0	1	0	6	3	2	0	0	0	1	11	5
Mvmt Flow	0	693	144	118	468	0	0	0	0	204	52	71

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	837	0	0	1469	1541	468
Stage 1	-	-	-	-	-	-	704	704	-
Stage 2	-	-	-	-	-	-	765	837	-
Critical Hdwy	-	-	-	4.16	-	-	6.41	6.61	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.41	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.41	5.61	-
Follow-up Hdwy	-	-	-	2.254	-	-	3.509	4.099	3.345
Pot Cap-1 Maneuver	0	-	-	780	-	0	~ 141	110	589
Stage 1	0	-	-	-	-	0	492	426	-
Stage 2	0	-	-	-	-	0	461	370	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	780	-	-	~ 112	0	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 112	0	-
Stage 1	-	-	-	-	-	-	392	0	-
Stage 2	-	-	-	-	-	-	461	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.1	298.1
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	780	-	112	589
HCM Lane V/C Ratio	-	-	0.152	-	1.823	0.207
HCM Control Delay (s)	-	-	10.4	0$	468.7	12.7
HCM Lane LOS	-	-	B	A	F	B
HCM 95th %tile Q(veh)	-	-	0.5	-	16.2	0.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	628	67	119	485	0	0	0	0	207	37	120
Future Volume (vph)	0	628	67	119	485	0	0	0	0	207	37	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	12	12	11	11	12
Satd. Flow (prot)	0	1813	0	0	2094	0	0	0	0	1745	1627	0
Flt Permitted					0.990					0.950		
Satd. Flow (perm)	0	1813	0	0	2094	0	0	0	0	1745	1627	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1813			143			340			345	
Travel Time (s)		41.2			3.3			7.7			7.8	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	756	0	0	671	0	0	0	0	238	181	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection												
Int Delay, s/veh	92											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰					↰	↱	
Traffic Vol, veh/h	0	628	67	119	485	0	0	0	0	207	37	120
Future Vol, veh/h	0	628	67	119	485	0	0	0	0	207	37	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	92	92	92	87	87	87
Heavy Vehicles, %	0	0	0	1	2	0	0	0	0	0	0	0
Mvmt Flow	0	683	73	132	539	0	0	0	0	238	43	138

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	756	0	0	1523	1559	539
Stage 1	-	-	-	-	-	-	803	803	-
Stage 2	-	-	-	-	-	-	720	756	-
Critical Hdwy	-	-	-	4.11	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	-	-	-	2.209	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	859	-	0	~ 131	113	546
Stage 1	0	-	-	-	-	0	444	399	-
Stage 2	0	-	-	-	-	0	486	419	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	859	-	-	~ 102	0	546
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 102	0	-
Stage 1	-	-	-	-	-	-	347	0	-
Stage 2	-	-	-	-	-	-	486	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2	$ 402.5
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	859	-	102	546
HCM Lane V/C Ratio	-	-	0.154	-	2.333	0.331
HCM Control Delay (s)	-	-	10	0$	696.5	14.8
HCM Lane LOS	-	-	A	A	F	B
HCM 95th %tile Q(veh)	-	-	0.5	-	21.2	1.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	683	102	108	412	0	0	0	0	196	64	147
Future Volume (vph)	0	683	102	108	412	0	0	0	0	196	64	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	12	12	11	11	12
Satd. Flow (prot)	0	1804	0	0	2102	0	0	0	0	1728	1631	0
Flt Permitted					0.990					0.950		
Satd. Flow (perm)	0	1804	0	0	2102	0	0	0	0	1728	1631	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1813			143			340			345	
Travel Time (s)		41.2			3.3			7.7			7.8	
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	1%	0%	0%	0%	0%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	836	0	0	598	0	0	0	0	209	224	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 92.2%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	62.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰					↰	↱	
Traffic Vol, veh/h	0	683	102	108	412	0	0	0	0	196	64	147
Future Vol, veh/h	0	683	102	108	412	0	0	0	0	196	64	147
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	87	87	87	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	1	0	0	0	0	1	3	0
Mvmt Flow	0	727	109	124	474	0	0	0	0	209	68	156

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	836	0	0	1504	1558	474
Stage 1	-	-	-	-	-	-	722	722	-
Stage 2	-	-	-	-	-	-	782	836	-
Critical Hdwy	-	-	-	4.13	-	-	6.41	6.53	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.41	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.41	5.53	-
Follow-up Hdwy	-	-	-	2.227	-	-	3.509	4.027	3.3
Pot Cap-1 Maneuver	0	-	-	793	-	0	~ 134	112	595
Stage 1	0	-	-	-	-	0	483	430	-
Stage 2	0	-	-	-	-	0	453	381	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	793	-	-	~ 106	0	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 106	0	-
Stage 1	-	-	-	-	-	-	381	0	-
Stage 2	-	-	-	-	-	-	453	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.2	265.2
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	793	-	106	595
HCM Lane V/C Ratio	-	-	0.157	-	1.967	0.377
HCM Control Delay (s)	-	-	10.4	0$	534.8	14.7
HCM Lane LOS	-	-	B	A	F	B
HCM 95th %tile Q(veh)	-	-	0.6	-	17.3	1.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	697	0	0	391	163	50	56	121	0	0	0
Future Volume (vph)	58	697	0	0	391	163	50	56	121	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	16	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1728	1900	0	0	2053	0	1770	1900	1760	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1728	1900	0	0	2053	0	1770	1900	1760	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		143			135			442			335	
Travel Time (s)		3.3			3.1			10.0			7.6	
Peak Hour Factor	0.77	0.77	0.77	0.85	0.85	0.85	0.82	0.82	0.82	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	1%	0%	2%	0%	4%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	905	0	0	652	0	61	68	148	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	697	0	0	391	163	50	56	121	0	0	0
Future Vol, veh/h	58	697	0	0	391	163	50	56	121	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	85	85	85	82	82	82	92	92	92
Heavy Vehicles, %	1	0	0	0	1	0	2	0	4	0	0	0
Mvmt Flow	75	905	0	0	460	192	61	68	148	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	652	0	-	-	-	0	1611	1707	905
Stage 1	-	-	-	-	-	-	1055	1055	-
Stage 2	-	-	-	-	-	-	556	652	-
Critical Hdwy	4.11	-	-	-	-	-	6.42	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.5	-
Follow-up Hdwy	2.209	-	-	-	-	-	3.518	4	3.336
Pot Cap-1 Maneuver	939	-	0	0	-	-	115	92	332
Stage 1	-	-	0	0	-	-	335	305	-
Stage 2	-	-	0	0	-	-	574	467	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	939	-	-	-	-	-	106	0	332
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	0	-
Stage 1	-	-	-	-	-	-	308	0	-
Stage 2	-	-	-	-	-	-	574	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	106	-	332	939	-	-	-
HCM Lane V/C Ratio	0.575	-	0.444	0.08	-	-	-
HCM Control Delay (s)	77.3	-	24.2	9.2	-	-	-
HCM Lane LOS	F	-	C	A	-	-	-
HCM 95th %tile Q(veh)	2.7	-	2.2	0.3	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	699	0	0	555	228	49	108	142	0	0	0
Future Volume (vph)	136	699	0	0	555	228	49	108	142	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	16	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1900	0	0	2069	0	1805	1845	1711	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1745	1900	0	0	2069	0	1805	1845	1711	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		143			135			442			335	
Travel Time (s)		3.3			3.1			10.0			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	7%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	785	0	0	944	0	51	113	148	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	136	699	0	0	555	228	49	108	142	0	0	0
Future Vol, veh/h	136	699	0	0	555	228	49	108	142	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	96	96	96	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	7	0	0	0
Mvmt Flow	153	785	0	0	669	275	51	113	148	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	944	0	-	-	-	0	1898	2035	785
Stage 1	-	-	-	-	-	-	1091	1091	-
Stage 2	-	-	-	-	-	-	807	944	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.53	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.53	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.027	3.363
Pot Cap-1 Maneuver	735	-	0	0	-	-	77	~ 57	385
Stage 1	-	-	0	0	-	-	325	290	-
Stage 2	-	-	0	0	-	-	442	340	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	735	-	-	-	-	-	61	0	385
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	257	0	-
Stage 2	-	-	-	-	-	-	442	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.8	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	61	-	385	735	-	-	-
HCM Lane V/C Ratio	0.837	-	0.384	0.208	-	-	-
HCM Control Delay (s)	180.8	-	20.1	11.2	-	-	-
HCM Lane LOS	F	-	C	B	-	-	-
HCM 95th %tile Q(veh)	3.8	-	1.8	0.8	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	762	0	0	471	220	49	104	176	0	0	0
Future Volume (vph)	117	762	0	0	471	220	49	104	176	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	16	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1900	0	0	2061	0	1805	1845	1711	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1745	1900	0	0	2061	0	1805	1845	1711	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		143			135			442			335	
Travel Time (s)		3.3			3.1			10.0			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	7%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	856	0	0	832	0	51	108	183	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

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	117	762	0	0	471	220	49	104	176	0	0	0
Future Vol, veh/h	117	762	0	0	471	220	49	104	176	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	96	96	96	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	7	0	0	0
Mvmt Flow	131	856	0	0	567	265	51	108	183	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	832	0	-	-	-	0	1818	1950	856
Stage 1	-	-	-	-	-	-	1118	1118	-
Stage 2	-	-	-	-	-	-	700	832	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.53	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.53	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.027	3.363
Pot Cap-1 Maneuver	809	-	0	0	-	-	87	~ 64	350
Stage 1	-	-	0	0	-	-	315	281	-
Stage 2	-	-	0	0	-	-	496	383	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	809	-	-	-	-	-	73	0	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	0	-
Stage 1	-	-	-	-	-	-	264	0	-
Stage 2	-	-	-	-	-	-	496	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.4	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	73	-	350	809	-	-	-
HCM Lane V/C Ratio	0.699	-	0.524	0.162	-	-	-
HCM Control Delay (s)	128.4	-	26.1	10.3	-	-	-
HCM Lane LOS	F	-	D	B	-	-	-
HCM 95th %tile Q(veh)	3.2	-	2.9	0.6	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	33	750	34	9	492	2	15	3	24	2	0	56
Future Volume (vph)	33	750	34	9	492	2	15	3	24	2	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	9	12
Satd. Flow (prot)	0	2117	0	0	2110	0	0	1952	0	0	1485	0
Flt Permitted		0.998			0.999			0.982			0.998	
Satd. Flow (perm)	0	2117	0	0	2110	0	0	1952	0	0	1485	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			392			212			305	
Travel Time (s)		3.1			8.9			4.8			6.9	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.68	0.68	0.68	0.69	0.69	0.69
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1089	0	0	599	0	0	61	0	0	84	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	750	34	9	492	2	15	3	24	2	0	56
Future Vol, veh/h	33	750	34	9	492	2	15	3	24	2	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	84	84	84	68	68	68	69	69	69
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	44	1000	45	11	586	2	22	4	35	3	0	81

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	1045	0	0	1761	1721	1023	1739	1742	587
Stage 1	-	-	-	-	-	-	1111	1111	-	609	609	-
Stage 2	-	-	-	-	-	-	650	610	-	1130	1133	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	997	-	-	673	-	-	67	90	289	69	88	513
Stage 1	-	-	-	-	-	-	256	287	-	486	488	-
Stage 2	-	-	-	-	-	-	461	488	-	250	280	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	673	-	-	51	78	289	52	77	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	78	-	52	77	-
Stage 1	-	-	-	-	-	-	229	256	-	434	476	-
Stage 2	-	-	-	-	-	-	379	476	-	193	250	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	85.3	16.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	997	-	-	673	-	-	393
HCM Lane V/C Ratio	0.612	0.044	-	-	0.016	-	-	0.214
HCM Control Delay (s)	85.3	8.8	0	-	10.4	0	-	16.6
HCM Lane LOS	F	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	2.9	0.1	-	-	0	-	-	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	105	713	19	9	701	4	23	4	22	8	3	58
Future Volume (vph)	105	713	19	9	701	4	23	4	22	8	3	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	9	12
Satd. Flow (prot)	0	2134	0	0	2149	0	0	1975	0	0	1506	0
Flt Permitted		0.994			0.999			0.977			0.994	
Satd. Flow (perm)	0	2134	0	0	2149	0	0	1975	0	0	1506	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			392			212			305	
Travel Time (s)		3.1			8.9			4.8			6.9	
Peak Hour Factor	0.95	0.95	0.95	0.79	0.79	0.79	0.69	0.69	0.69	0.72	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	882	0	0	903	0	0	71	0	0	96	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 100.1%	ICU Level of Service G
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	18

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	105	713	19	9	701	4	23	4	22	8	3	58
Future Vol, veh/h	105	713	19	9	701	4	23	4	22	8	3	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	79	79	79	69	69	69	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	111	751	20	11	887	5	33	6	32	11	4	81

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	892	0	0	771	0	0	1937	1897	761	1914	1905	890
Stage 1	-	-	-	-	-	-	983	983	-	912	912	-
Stage 2	-	-	-	-	-	-	954	914	-	1002	993	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	769	-	-	853	-	-	50	70	409	52	69	345
Stage 1	-	-	-	-	-	-	302	329	-	331	355	-
Stage 2	-	-	-	-	-	-	313	355	-	295	326	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	769	-	-	853	-	-	~ 28	51	409	35	50	345
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 28	51	-	35	50	-
Stage 1	-	-	-	-	-	-	226	246	-	247	346	-
Stage 2	-	-	-	-	-	-	231	346	-	198	244	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	$ 392	63.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	51	769	-	-	853	-	-	151
HCM Lane V/C Ratio	1.392	0.144	-	-	0.013	-	-	0.635
HCM Control Delay (s)	$ 392	10.5	0	-	9.3	0	-	63.1
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	6.6	0.5	-	-	0	-	-	3.5

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	126	789	18	9	588	8	30	8	24	7	2	72
Future Volume (vph)	126	789	18	9	588	8	30	8	24	7	2	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	9	12
Satd. Flow (prot)	0	2129	0	0	2147	0	0	1992	0	0	1497	0
Flt Permitted		0.994			0.999			0.976			0.996	
Satd. Flow (perm)	0	2129	0	0	2147	0	0	1992	0	0	1497	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			392			212			305	
Travel Time (s)		3.1			8.9			4.8			6.9	
Peak Hour Factor	1.00	0.91	0.91	0.89	0.89	0.89	0.79	0.79	0.79	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1013	0	0	680	0	0	78	0	0	97	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 101.7%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	126	789	18	9	588	8	30	8	24	7	2	72
Future Vol, veh/h	126	789	18	9	588	8	30	8	24	7	2	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	91	91	89	89	89	79	79	79	83	83	83
Heavy Vehicles, %	2	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	126	867	20	10	661	9	38	10	30	8	2	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	670	0	0	887	0	0	1859	1819	877	1835	1825	666
Stage 1	-	-	-	-	-	-	1129	1129	-	686	686	-
Stage 2	-	-	-	-	-	-	730	690	-	1149	1139	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.218	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	920	-	-	772	-	-	57	79	351	59	78	463
Stage 1	-	-	-	-	-	-	250	281	-	441	451	-
Stage 2	-	-	-	-	-	-	417	449	-	244	278	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	920	-	-	772	-	-	~ 35	56	351	36	56	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 35	56	-	36	56	-
Stage 1	-	-	-	-	-	-	182	205	-	321	442	-
Stage 2	-	-	-	-	-	-	330	440	-	154	203	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	$ 356.5	36.2
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	920	-	-	772	-	-	210
HCM Lane V/C Ratio	1.353	0.137	-	-	0.013	-	-	0.465
HCM Control Delay (s)	$ 356.5	9.5	0	-	9.7	0	-	36.2
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	6.9	0.5	-	-	0	-	-	2.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	695	66	28	449	23	17
Future Volume (vph)	695	66	28	449	23	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12
Satd. Flow (prot)	1736	0	0	1752	1740	0
Flt Permitted				0.997	0.972	
Satd. Flow (perm)	1736	0	0	1752	1740	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			340	178	
Travel Time (s)	8.9			7.7	4.0	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.72	0.72
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	939	0	0	535	56	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰	↱	
Traffic Vol, veh/h	695	66	28	449	23	17
Future Vol, veh/h	695	66	28	449	23	17
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	81	81	89	89	72	72
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	858	81	31	504	32	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	939	0	1465	899
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	566	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	738	-	143	340
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	738	-	135	340
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	33.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	182	-	-	738	-
HCM Lane V/C Ratio	0.305	-	-	0.043	-
HCM Control Delay (s)	33.2	-	-	10.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	665	64	30	640	44	28
Future Volume (vph)	665	64	30	640	44	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12
Satd. Flow (prot)	1752	0	0	1770	1747	0
Flt Permitted				0.998	0.971	
Satd. Flow (perm)	1752	0	0	1770	1747	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			340	178	
Travel Time (s)	8.9			7.7	4.0	
Peak Hour Factor	0.94	0.94	0.85	0.85	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	775	0	0	788	89	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 68.9% ICU Level of Service C
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰	↱	
Traffic Vol, veh/h	665	64	30	640	44	28
Future Vol, veh/h	665	64	30	640	44	28
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	94	94	85	85	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	707	68	35	753	54	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	775	0	1564	741
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	823	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	850	-	124	420
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	435	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	850	-	115	420
Mov Cap-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	435	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	52.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	160	-	-	850	-
HCM Lane V/C Ratio	0.556	-	-	0.042	-
HCM Control Delay (s)	52.5	-	-	9.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	2.8	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	703	57	20	528	49	24
Future Volume (vph)	703	57	20	528	49	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12
Satd. Flow (prot)	1756	0	0	1770	1756	0
Flt Permitted				0.998	0.968	
Satd. Flow (perm)	1756	0	0	1770	1756	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			340	178	
Travel Time (s)	8.9			7.7	4.0	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	817	0	0	596	91	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	703	57	20	528	49	24
Future Vol, veh/h	703	57	20	528	49	24
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	93	93	92	92	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	756	61	22	574	61	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	817	0	1405	787
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	618	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	820	-	155	395
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	820	-	149	395
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	41.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	187	-	-	820	-
HCM Lane V/C Ratio	0.488	-	-	0.027	-
HCM Control Delay (s)	41.3	-	-	9.5	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	2.4	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	694	0	0	361	17	96	19	113	31	0	28
Future Volume (vph)	49	694	0	0	361	17	96	19	113	31	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1829	0	0	1824	0	1805	1657	0	0	1732	0
Flt Permitted		0.951					0.950				0.974	
Satd. Flow (perm)	0	1744	0	0	1824	0	1805	1657	0	0	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			141			133	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		50			675			128			227	
Travel Time (s)		1.1			15.3			2.9			5.2	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.80	0.80	0.80	0.72	0.72	0.72
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	835	0	0	410	0	120	165	0	0	82	0
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Detector Phase	4	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0			21.0		15.0	15.0		13.0	13.0	
Total Split (s)	42.0	42.0			42.0		15.0	15.0		13.0	13.0	
Total Split (%)	46.7%	46.7%			46.7%		16.7%	16.7%		14.4%	14.4%	
Maximum Green (s)	37.0	37.0			37.0		10.0	10.0		8.0	8.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		39.4			39.4		10.0	10.0			6.9	
Actuated g/C Ratio		0.54			0.54		0.14	0.14			0.10	
v/c Ratio		0.88			0.41		0.48	0.47			0.29	
Control Delay		32.8			14.9		39.8	14.3			4.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		32.8			14.9		39.8	14.3			4.7	
LOS		C			B		D	B			A	
Approach Delay		32.8			14.9			25.1			4.7	
Approach LOS		C			B			C			A	
Queue Length 50th (ft)		259			85		45	9			0	
Queue Length 95th (ft)		#751			249		104	52			0	

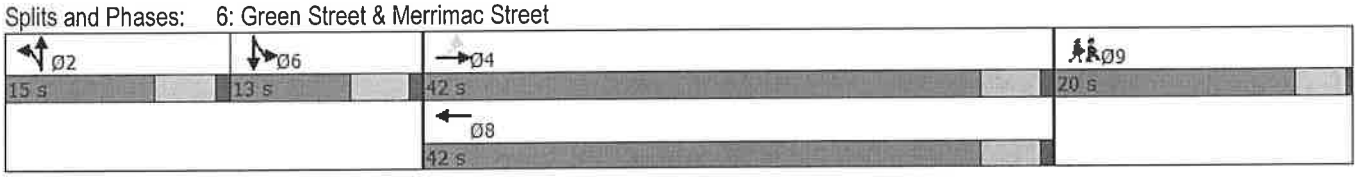
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	**20.0**
Total Split (s)	20.0
Total Split (%)	**22%**
Maximum Green (s)	16.0
Yellow Time (s)	**3.5**
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	**3.0**
Recall Mode	None
Walk Time (s)	**5.0**
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	**20**
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1			595			48			147	
Turn Bay Length (ft)												
Base Capacity (vph)		948			993		284	379			339	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.88			0.41		0.42	0.44			0.24	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 25.4 Intersection LOS: C
Intersection Capacity Utilization 84.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Green Street & Merrimac Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↱		↰	↱			↕	
Traffic Volume (vph)	49	694	0	0	361	17	96	19	113	31	0	28
Future Volume (vph)	49	694	0	0	361	17	96	19	113	31	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	12	12	12	12	12
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frt		1.00			0.99		1.00	0.87			0.94	
Flt Protected		1.00			1.00		0.95	1.00			0.97	
Satd. Flow (prot)		1828			1824		1805	1656			1733	
Flt Permitted		0.95			1.00		0.95	1.00			0.97	
Satd. Flow (perm)		1745			1824		1805	1656			1733	
Peak-hour factor, PHF	0.89	0.89	0.89	0.92	0.92	0.92	0.80	0.80	0.80	0.72	0.72	0.72
Adj. Flow (vph)	55	780	0	0	392	18	120	24	141	43	0	39
RTOR Reduction (vph)	0	0	0	0	1	0	0	123	0	0	76	0
Lane Group Flow (vph)	0	835	0	0	409	0	120	42	0	0	6	0
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		38.4			38.4		8.9	8.9			4.4	
Effective Green, g (s)		39.4			39.4		9.9	9.9			5.4	
Actuated g/C Ratio		0.52			0.52		0.13	0.13			0.07	
Clearance Time (s)		5.0			5.0		5.0	5.0			5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		904			945		235	215			123	
v/s Ratio Prot					0.22		c0.07	0.03			c0.00	
v/s Ratio Perm		c0.48										
v/c Ratio		0.92			0.43		0.51	0.20			0.05	
Uniform Delay, d1		16.9			11.4		30.8	29.5			32.9	
Progression Factor		1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2		14.7			0.3		1.9	0.5			0.2	
Delay (s)		31.6			11.7		32.7	30.0			33.1	
Level of Service		C			B		C	C			C	
Approach Delay (s)		31.6			11.7			31.1			33.1	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	675	0	0	466	18	156	4	152	20	0	54
Future Volume (vph)	19	675	0	0	466	18	156	4	152	20	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1835	0	0	1827	0	1805	1621	0	0	1653	0
Flt Permitted		0.980					0.950				0.987	
Satd. Flow (perm)	0	1800	0	0	1827	0	1805	1621	0	0	1653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			169			150	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		50			675			128			215	
Travel Time (s)		1.1			15.3			2.9			4.9	
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.90	0.90	0.90	0.74	0.74	0.74
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	771	0	0	576	0	173	173	0	0	100	0
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Detector Phase	4	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0			20.0		13.0	13.0		12.0	12.0	
Total Split (s)	34.0	34.0			34.0		14.0	14.0		12.0	12.0	
Total Split (%)	42.5%	42.5%			42.5%		17.5%	17.5%		15.0%	15.0%	
Maximum Green (s)	29.0	29.0			29.0		9.0	9.0		7.0	7.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		31.2			31.2		10.1	10.1			7.0	
Actuated g/C Ratio		0.48			0.48		0.16	0.16			0.11	
v/c Ratio		0.88			0.65		0.62	0.44			0.32	
Control Delay		34.6			21.3		41.1	10.2			5.1	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		34.6			21.3		41.1	10.2			5.1	
LOS		C			C		D	B			A	
Approach Delay		34.6			21.3			25.6			5.1	
Approach LOS		C			C			C			A	
Queue Length 50th (ft)		211			131		57	1			0	
Queue Length 95th (ft)		#667			#382		#183	56			2	

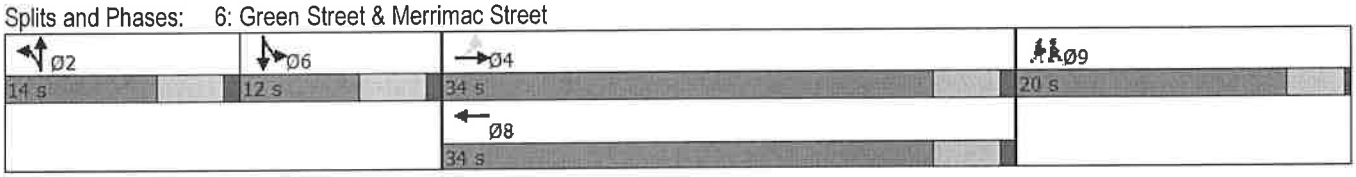
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	**20.0**
Total Split (s)	20.0
Total Split (%)	**25%**
Maximum Green (s)	16.0
Yellow Time (s)	**3.5**
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	**3.0**
Recall Mode	None
Walk Time (s)	**5.0**
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	**25**
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1			595			48			135	
Turn Bay Length (ft)												
Base Capacity (vph)		873			887		291	403			344	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.88			0.65		0.59	0.43			0.29	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 27.0 Intersection LOS: C
Intersection Capacity Utilization 74.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Green Street & Merrimac Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	675	0	0	466	18	156	4	152	20	0	54
Future Volume (vph)	19	675	0	0	466	18	156	4	152	20	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	12	12	12	12	12
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frt		1.00			1.00		1.00	0.85			0.90	
Flt Protected		1.00			1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1834			1828		1805	1622			1654	
Flt Permitted		0.98			1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1799			1828		1805	1622			1654	
Peak-hour factor, PHF	0.90	0.90	0.90	0.84	0.84	0.84	0.90	0.90	0.90	0.74	0.74	0.74
Adj. Flow (vph)	21	750	0	0	555	21	173	4	169	27	0	73
RTOR Reduction (vph)	0	0	0	0	2	0	0	144	0	0	92	0
Lane Group Flow (vph)	0	771	0	0	574	0	173	29	0	0	8	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		30.2			30.2		9.0	9.0			4.5	
Effective Green, g (s)		31.2			31.2		10.0	10.0			5.5	
Actuated g/C Ratio		0.46			0.46		0.15	0.15			0.08	
Clearance Time (s)		5.0			5.0		5.0	5.0			5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		826			839		265	238			133	
v/s Ratio Prot					0.31		c0.10	0.02			c0.00	
v/s Ratio Perm		c0.43										
v/c Ratio		0.93			0.68		0.65	0.12			0.06	
Uniform Delay, d1		17.4			14.5		27.3	25.1			28.8	
Progression Factor		1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2		17.2			2.3		5.7	0.2			0.2	
Delay (s)		34.6			16.8		33.0	25.4			29.0	
Level of Service		C			B		C	C			C	
Approach Delay (s)		34.6			16.8			29.2			29.0	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	67.9	Sum of lost time (s)	17.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	682	0	0	416	37	112	21	169	59	0	45
Future Volume (vph)	64	682	0	0	416	37	112	21	169	59	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1813	0	0	1800	0	1770	1633	0	0	1740	0
Flt Permitted		0.885					0.950				0.972	
Satd. Flow (perm)	0	1611	0	0	1800	0	1770	1633	0	0	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6			206			120	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		340			675			128			145	
Travel Time (s)		7.7			15.3			2.9			3.3	
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.82	0.82	0.82	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	877	0	0	487	0	137	232	0	0	118	0
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Detector Phase	4	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0		21.0	21.0	
Total Split (s)	54.0	54.0			54.0		14.0	14.0		12.0	12.0	
Total Split (%)	54.0%	54.0%			54.0%		14.0%	14.0%		12.0%	12.0%	
Maximum Green (s)	49.0	49.0			49.0		9.0	9.0		7.0	7.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		50.7			50.7		10.0	10.0			7.1	
Actuated g/C Ratio		0.56			0.56		0.11	0.11			0.08	
v/c Ratio		0.98			0.48		0.71	0.64			0.48	
Control Delay		49.0			16.2		62.6	17.8			15.3	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		49.0			16.2		62.6	17.8			15.3	
LOS		D			B		E	B			B	
Approach Delay		49.0			16.2			34.4			15.3	
Approach LOS		D			B			C			B	
Queue Length 50th (ft)		~615			194		85	15			0	
Queue Length 95th (ft)		#789			297		#158	67			49	

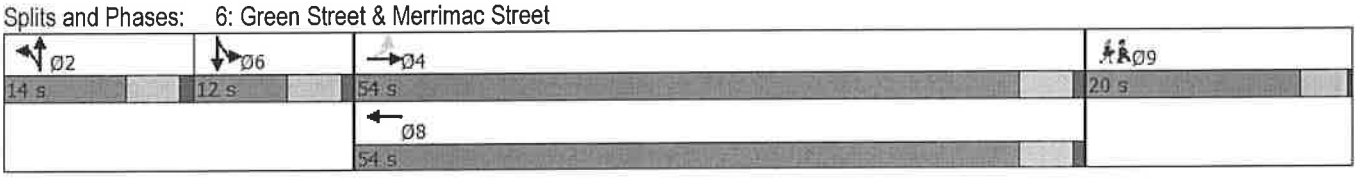
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	20%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	30
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		260			595			48			65	
Turn Bay Length (ft)												
Base Capacity (vph)		898			1006		197	364			264	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.98			0.48		0.70	0.64			0.45	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 91
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 35.3 Intersection LOS: D
Intersection Capacity Utilization 94.5% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Green Street & Merrimac Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	682	0	0	416	37	112	21	169	59	0	45
Future Volume (vph)	64	682	0	0	416	37	112	21	169	59	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	12	12	12	12	12
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frt		1.00			0.99		1.00	0.87			0.94	
Flt Protected		1.00			1.00		0.95	1.00			0.97	
Satd. Flow (prot)		1812			1800		1770	1632			1740	
Flt Permitted		0.88			1.00		0.95	1.00			0.97	
Satd. Flow (perm)		1611			1800		1770	1632			1740	
Peak-hour factor, PHF	0.85	0.85	0.85	0.93	0.93	0.93	0.82	0.82	0.82	0.88	0.88	0.88
Adj. Flow (vph)	75	802	0	0	447	40	137	26	206	67	0	51
RTOR Reduction (vph)	0	0	0	0	3	0	0	184	0	0	109	0
Lane Group Flow (vph)	0	877	0	0	484	0	137	48	0	0	9	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	1%	0%	0%	0%
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		49.7			49.7		9.0	9.0			6.1	
Effective Green, g (s)		50.7			50.7		10.0	10.0			7.1	
Actuated g/C Ratio		0.55			0.55		0.11	0.11			0.08	
Clearance Time (s)		5.0			5.0		5.0	5.0			5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		882			985		191	176			133	
v/s Ratio Prot					0.27		c0.08	0.03			c0.01	
v/s Ratio Perm		c0.54										
v/c Ratio		0.99			0.49		0.72	0.27			0.07	
Uniform Delay, d1		20.8			13.0		39.9	38.0			39.7	
Progression Factor		1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2		28.7			0.4		12.1	0.8			0.2	
Delay (s)		49.5			13.4		52.0	38.8			39.9	
Level of Service		D			B		D	D			D	
Approach Delay (s)		49.5			13.4			43.7			39.9	
Approach LOS		D			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	92.6	Sum of lost time (s)	17.0
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	317	10	3	367	1	61	2	23	1	0	3
Future Volume (vph)	5	317	10	3	367	1	61	2	23	1	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			12%			0%			0%	
Satd. Flow (prot)	0	2080	0	0	1769	0	0	1769	0	0	1688	0
Flt Permitted		0.999						0.966			0.988	
Satd. Flow (perm)	0	2080	0	0	1769	0	0	1769	0	0	1688	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1108			857			186			248	
Travel Time (s)		25.2			19.5			4.2			5.6	
Peak Hour Factor	0.79	0.79	0.79	0.82	0.82	0.82	0.89	0.89	0.89	0.50	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	420	0	0	453	0	0	97	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection												
Int Delay, s/veh	2.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	317	10	3	367	1	61	2	23	1	0	3
Future Vol, veh/h	5	317	10	3	367	1	61	2	23	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	12	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	82	82	82	89	89	89	50	50	50
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	401	13	4	448	1	69	2	26	2	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	414	0	0	880	877	408	891	883	449
Stage 1	-	-	-	-	-	-	420	420	-	457	457	-
Stage 2	-	-	-	-	-	-	460	457	-	434	426	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1122	-	-	1156	-	-	270	289	648	265	287	614
Stage 1	-	-	-	-	-	-	615	593	-	587	571	-
Stage 2	-	-	-	-	-	-	585	571	-	604	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1122	-	-	1156	-	-	265	286	648	251	284	614
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	286	-	251	284	-
Stage 1	-	-	-	-	-	-	611	589	-	583	568	-
Stage 2	-	-	-	-	-	-	576	568	-	574	585	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	21.4	13.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	1122	-	-	1156	-	-	451
HCM Lane V/C Ratio	0.307	0.006	-	-	0.003	-	-	0.018
HCM Control Delay (s)	21.4	8.2	0	-	8.1	0	-	13.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	391	27	4	448	3	53	2	32	3	0	9
Future Volume (vph)	11	391	27	4	448	3	53	2	32	3	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			12%			0%			0%	
Satd. Flow (prot)	0	2071	0	0	1767	0	0	1753	0	0	1688	0
Flt Permitted		0.999						0.971			0.988	
Satd. Flow (perm)	0	2071	0	0	1767	0	0	1753	0	0	1688	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1108			857			186			248	
Travel Time (s)		25.2			19.5			4.2			5.6	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.79	0.79	0.79	0.60	0.60	0.60
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	452	0	0	489	0	0	111	0	0	20	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 46.7% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	391	27	4	448	3	53	2	32	3	0	9
Future Vol, veh/h	11	391	27	4	448	3	53	2	32	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	12	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	79	79	79	60	60	60
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	12	412	28	4	482	3	67	3	41	5	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	485	0	0	440	0	0	949	943	426	964	956	484
Stage 1	-	-	-	-	-	-	450	450	-	492	492	-
Stage 2	-	-	-	-	-	-	499	493	-	472	464	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1088	-	-	1131	-	-	242	265	633	237	260	587
Stage 1	-	-	-	-	-	-	592	575	-	562	551	-
Stage 2	-	-	-	-	-	-	557	550	-	576	567	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1088	-	-	1131	-	-	232	260	633	217	255	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	232	260	-	217	255	-
Stage 1	-	-	-	-	-	-	583	566	-	554	548	-
Stage 2	-	-	-	-	-	-	540	547	-	529	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	23.5	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	1088	-	-	1131	-	-	412
HCM Lane V/C Ratio	0.363	0.011	-	-	0.004	-	-	0.049
HCM Control Delay (s)	23.5	8.3	0	-	8.2	0	-	14.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	9	380	13	7	498	2	60	0	33	0	0	8
Future Volume (vph)	9	380	13	7	498	2	60	0	33	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			12%			0%			0%	
Satd. Flow (prot)	0	2080	0	0	1767	0	0	1753	0	0	1644	0
Flt Permitted		0.999			0.999			0.969				
Satd. Flow (perm)	0	2080	0	0	1767	0	0	1753	0	0	1644	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1108			857			186			248	
Travel Time (s)		25.2			19.5			4.2			5.6	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.73	0.73	0.73	0.67	0.67	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	410	0	0	545	0	0	127	0	0	12	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	380	13	7	498	2	60	0	33	0	0	8
Future Vol, veh/h	9	380	13	7	498	2	60	0	33	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	12	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	73	73	73	67	67	67
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	388	13	8	535	2	82	0	45	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	537	0	0	401	0	0	971	966	395	987	971	536
Stage 1	-	-	-	-	-	-	413	413	-	552	552	-
Stage 2	-	-	-	-	-	-	558	553	-	435	419	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1041	-	-	1169	-	-	234	257	659	228	255	549
Stage 1	-	-	-	-	-	-	620	597	-	522	518	-
Stage 2	-	-	-	-	-	-	518	518	-	604	593	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1041	-	-	1169	-	-	225	252	659	209	250	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	225	252	-	209	250	-
Stage 1	-	-	-	-	-	-	613	590	-	516	513	-
Stage 2	-	-	-	-	-	-	502	513	-	556	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	26.3	11.7
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	294	1041	-	-	1169	-	-	549
HCM Lane V/C Ratio	0.433	0.009	-	-	0.006	-	-	0.022
HCM Control Delay (s)	26.3	8.5	0	-	8.1	0	-	11.7
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.1	0	-	-	0	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	217	47	52	315	61	35
Future Volume (vph)	217	47	52	315	61	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	16	16	12
Grade (%)	0%			12%	0%	
Satd. Flow (prot)	1916	0	0	1987	1959	0
Flt Permitted				0.993	0.969	
Satd. Flow (perm)	1916	0	0	1987	1959	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	857			320	224	
Travel Time (s)	19.5			7.3	5.1	
Peak Hour Factor	0.80	0.80	0.84	0.84	0.73	0.73
Heavy Vehicles (%)	0%	0%	2%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	330	0	0	437	132	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	217	47	52	315	61	35
Future Vol, veh/h	217	47	52	315	61	35
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	-	-	12	0	-
Peak Hour Factor	80	80	84	84	73	73
Heavy Vehicles, %	0	0	2	1	2	0
Mvmt Flow	271	59	62	375	84	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	330	0	800	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	499	-
Critical Hdwy	-	-	4.12	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1229	-	354	743
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1229	-	331	743
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	-	-	1229	-
HCM Lane V/C Ratio	0.317	-	-	0.05	-
HCM Control Delay (s)	17.6	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	**297**	**93**	**40**	**370**	**50**	**35**
Future Volume (vph)	297	93	40	370	50	35
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	1900	1900	**1900**
Lane Width (ft)	13	12	12	16	16	12
Grade (%)	**0%**			12%	0%	
Satd. Flow (prot)	1901	0	0	1996	1951	0
Flt Permitted				0.995	0.971	
Satd. Flow (perm)	1901	0	0	1996	1951	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	857			320	224	
Travel Time (s)	19.5			7.3	5.1	
Peak Hour Factor	0.91	0.91	0.96	0.96	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	428	0	0	427	107	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	297	93	40	370	50	35
Future Vol, veh/h	297	93	40	370	50	35
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	-	-	12	0	-
Peak Hour Factor	91	91	96	96	80	80
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	326	102	42	385	63	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	428	0	846	377
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	469	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1142	-	333	674
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1142	-	317	674
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	405	-	-	1142	-
HCM Lane V/C Ratio	0.262	-	-	0.036	-
HCM Control Delay (s)	17	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	284	91	59	429	79	65
Future Volume (vph)	284	91	59	429	79	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	16	16	12
Grade (%)	0%			12%	0%	
Satd. Flow (prot)	1899	0	0	1994	1950	0
Flt Permitted				0.994	0.973	
Satd. Flow (perm)	1899	0	0	1994	1950	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	857			320	224	
Travel Time (s)	19.5			7.3	5.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	421	0	0	548	180	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰	Y	
Traffic Vol, veh/h	284	91	59	429	79	65
Future Vol, veh/h	284	91	59	429	79	65
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	-	-	12	0	-
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	0	0	0	1	0	2
Mvmt Flow	319	102	66	482	99	81

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	421	0	984	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1149	-	278	676
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1149	-	256	676
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	25
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	-	-	1149	-
HCM Lane V/C Ratio	0.506	-	-	0.058	-
HCM Control Delay (s)	25	-	-	8.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2.7	-	-	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	101	0	0	0	0	329
Future Volume (vph)	101	0	0	0	0	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	125		188			167
Travel Time (s)	2.8		4.3			3.8
Peak Hour Factor	0.94	0.94	0.92	0.92	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	0	0	387
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	101	0	0	0	0	329
Future Vol, veh/h	101	0	0	0	0	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	92	92	85	85
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	107	0	0	0	0	387

Major/Minor	Minor1		Major2	
Conflicting Flow All	194	-	-	-
Stage 1	0	-	-	-
Stage 2	194	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	782	0	0	-
Stage 1	-	0	0	-
Stage 2	826	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	782	-	-	-
Mov Cap-2 Maneuver	782	-	-	-
Stage 1	-	-	-	-
Stage 2	826	-	-	-

Approach	WB	SB
HCM Control Delay, s	10.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	782	-
HCM Lane V/C Ratio	0.137	-
HCM Control Delay (s)	10.3	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.5	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	63	0	0	0	0	330
Future Volume (vph)	63	0	0	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1787	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1787	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	125		188			167
Travel Time (s)	2.8		4.3			3.8
Peak Hour Factor	0.83	0.83	0.92	0.92	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	0	0	388
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	63	0	0	0	0	330
Future Vol, veh/h	63	0	0	0	0	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	92	92	85	85
Heavy Vehicles, %	1	0	0	0	0	1
Mvmt Flow	76	0	0	0	0	388

Major/Minor	Minor1		Major2	
Conflicting Flow All	194	-	-	-
Stage 1	0	-	-	-
Stage 2	194	-	-	-
Critical Hdwy	6.82	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-
Follow-up Hdwy	3.51	-	-	-
Pot Cap-1 Maneuver	779	0	0	-
Stage 1	-	0	0	-
Stage 2	823	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	779	-	-	-
Mov Cap-2 Maneuver	779	-	-	-
Stage 1	-	-	-	-
Stage 2	823	-	-	-

Approach	WB	SB
HCM Control Delay, s	10.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	779	-
HCM Lane V/C Ratio	0.097	-
HCM Control Delay (s)	10.1	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	104	0	0	0	0	510
Future Volume (vph)	104	0	0	0	0	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1787	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1787	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	125		188			167
Travel Time (s)	2.8		4.3			3.8
Peak Hour Factor	0.68	0.68	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	153	0	0	0	0	543
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	104	0	0	0	0	510
Future Vol, veh/h	104	0	0	0	0	510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	92	92	94	94
Heavy Vehicles, %	1	0	0	0	0	1
Mvmt Flow	153	0	0	0	0	543

Major/Minor	Minor1		Major2	
Conflicting Flow All	272	-	-	-
Stage 1	0	-	-	-
Stage 2	272	-	-	-
Critical Hdwy	6.82	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-
Follow-up Hdwy	3.51	-	-	-
Pot Cap-1 Maneuver	697	0	0	-
Stage 1	-	0	0	-
Stage 2	752	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	697	-	-	-
Mov Cap-2 Maneuver	697	-	-	-
Stage 1	-	-	-	-
Stage 2	752	-	-	-

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

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	697	-
HCM Lane V/C Ratio	0.219	-
HCM Control Delay (s)	11.6	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.8	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	0	2	56	4	59	73	13	3	2	7
Future Volume (vph)	1	0	0	2	56	4	59	73	13	3	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1805	0	0	1883	0	0	1840	0	0	1740	0
Flt Permitted		0.950			0.999			0.980			0.987	
Satd. Flow (perm)	0	1805	0	0	1883	0	0	1840	0	0	1740	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		982			868			369			186	
Travel Time (s)		22.3			19.7			8.4			4.2	
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.69	0.69	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	69	0	0	165	0	0	15	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	2	56	4	59	73	13	3	2	7
Future Vol, veh/h	1	0	0	2	56	4	59	73	13	3	2	7
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	25	25	25	89	89	89	88	88	88	69	69	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	0	2	63	4	67	83	15	4	3	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	273	247	7	240	244	91	11	0	0	98	0	0
Stage 1	15	15	-	225	225	-	-	-	-	-	-	-
Stage 2	258	232	-	15	19	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	-	-	2.2	-	-
Pot Cap-1 Maneuver	684	659	1081	718	661	972	1621	-	-	1508	-	-
Stage 1	1010	887	-	782	721	-	-	-	-	-	-	-
Stage 2	751	716	-	1010	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	607	628	1081	692	630	972	1621	-	-	1508	-	-
Mov Cap-2 Maneuver	607	628	-	692	630	-	-	-	-	-	-	-
Stage 1	966	884	-	748	689	-	-	-	-	-	-	-
Stage 2	649	684	-	1007	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	11.2	3	2.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1621	-	-	607	647	1508	-	-
HCM Lane V/C Ratio	0.041	-	-	0.007	0.108	0.003	-	-
HCM Control Delay (s)	7.3	0	-	11	11.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	3	1	12	28	30	40	108	28	8	19	6
Future Volume (vph)	6	3	1	12	28	30	40	108	28	8	19	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1815	0	0	1775	0	0	1840	0	0	1830	0
Flt Permitted		0.970			0.992			0.989			0.988	
Satd. Flow (perm)	0	1815	0	0	1775	0	0	1840	0	0	1830	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		982			868			369			186	
Travel Time (s)		22.3			19.7			8.4			4.2	
Peak Hour Factor	0.55	0.55	0.55	0.79	0.79	0.79	0.80	0.80	0.80	0.48	0.48	0.48
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	88	0	0	220	0	0	70	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	3	1	12	28	30	40	108	28	8	19	6
Future Vol, veh/h	6	3	1	12	28	30	40	108	28	8	19	6
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	55	55	55	79	79	79	80	80	80	48	48	48
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	5	2	15	35	38	50	135	35	17	40	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	370	351	47	337	340	153	53	0	0	170	0	0
Stage 1	81	81	-	253	253	-	-	-	-	-	-	-
Stage 2	289	270	-	84	87	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	-	-	2.2	-	-
Pot Cap-1 Maneuver	590	577	1028	621	585	898	1566	-	-	1420	-	-
Stage 1	932	832	-	756	701	-	-	-	-	-	-	-
Stage 2	723	690	-	929	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	519	550	1028	593	558	898	1566	-	-	1420	-	-
Mov Cap-2 Maneuver	519	550	-	593	558	-	-	-	-	-	-	-
Stage 1	899	822	-	730	676	-	-	-	-	-	-	-
Stage 2	633	666	-	910	817	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11.1	1.7	1.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	556	674	1420	-	-
HCM Lane V/C Ratio	0.032	-	-	0.033	0.131	0.012	-	-
HCM Control Delay (s)	7.4	0	-	11.7	11.1	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	6	5	9	46	15	66	84	14	1	11	9
Future Volume (vph)	3	6	5	9	46	15	66	84	14	1	11	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1793	0	0	1832	0	0	1842	0	0	1784	0
Flt Permitted		0.990			0.994			0.980			0.998	
Satd. Flow (perm)	0	1793	0	0	1832	0	0	1842	0	0	1784	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		982			868			369			186	
Travel Time (s)		22.3			19.7			8.4			4.2	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.85	0.85	0.85	0.68	0.68	0.68
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	96	0	0	193	0	0	30	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	6	5	9	46	15	66	84	14	1	11	9
Future Vol, veh/h	3	6	5	9	46	15	66	84	14	1	11	9
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	69	69	69	73	73	73	85	85	85	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	9	7	12	63	21	78	99	16	1	16	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	330	296	23	296	294	107	29	0	0	115	0	0
Stage 1	25	25	-	263	263	-	-	-	-	-	-	-
Stage 2	305	271	-	33	31	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	-	-	2.2	-	-
Pot Cap-1 Maneuver	627	619	1060	660	620	953	1597	-	-	1487	-	-
Stage 1	998	878	-	747	694	-	-	-	-	-	-	-
Stage 2	709	689	-	988	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	540	586	1060	622	587	953	1597	-	-	1487	-	-
Mov Cap-2 Maneuver	540	586	-	622	587	-	-	-	-	-	-	-
Stage 1	946	877	-	708	658	-	-	-	-	-	-	-
Stage 2	595	653	-	971	872	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	11.6	3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	683	645	1487	-	-
HCM Lane V/C Ratio	0.049	-	-	0.03	0.149	0.001	-	-
HCM Control Delay (s)	7.4	0	-	10.4	11.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.5	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	14	56	126	78	22
Future Volume (vph)	11	14	56	126	78	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	1948	0	0	2092	2073	0
Flt Permitted	0.979			0.985		
Satd. Flow (perm)	1948	0	0	2092	2073	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	868			561	224	
Travel Time (s)	19.7			12.8	5.1	
Peak Hour Factor	0.64	0.64	0.74	0.74	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	246	128	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 26.4% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	14	56	126	78	22
Future Vol, veh/h	11	14	56	126	78	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	74	74	78	78
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	17	22	76	170	100	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	436	114	128	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	581	944	1470	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	548	944	1470	-	-	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	716	-	-
HCM Lane V/C Ratio	0.051	-	0.055	-	-
HCM Control Delay (s)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	11	42	114	109	24
Future Volume (vph)	11	11	42	114	109	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	1959	0	0	2110	2085	0
Flt Permitted	0.976			0.987		
Satd. Flow (perm)	1959	0	0	2110	2085	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	868			561	224	
Travel Time (s)	19.7			12.8	5.1	
Peak Hour Factor	0.63	0.63	0.93	0.93	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	168	171	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 28.9% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	11	42	114	109	24
Future Vol, veh/h	11	11	42	114	109	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	93	93	78	78
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	17	17	45	123	140	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	369	156	171	0	-	0
Stage 1	156	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	635	895	1418	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	613	895	1418	-	-	-
Mov Cap-2 Maneuver	613	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	728	-	-
HCM Lane V/C Ratio	0.032	-	0.048	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	22	33	160	130	19
Future Volume (vph)	7	22	33	160	130	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	1910	0	0	2101	2098	0
Flt Permitted	0.988			0.992		
Satd. Flow (perm)	1910	0	0	2101	2098	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	868			561	224	
Travel Time (s)	19.7			12.8	5.1	
Peak Hour Factor	0.65	0.65	0.86	0.86	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	224	167	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.6% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	22	33	160	130	19
Future Vol, veh/h	7	22	33	160	130	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	86	86	89	89
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	11	34	38	186	146	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	419	157	167	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	595	894	1423	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	894	1423	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1423	-	789	-	-
HCM Lane V/C Ratio	0.027	-	0.057	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	42	0	0	0	0	430
Future Volume (vph)	42	0	0	0	0	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	12	12	12
Satd. Flow (prot)	1925	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1925	0	0	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1110		190			172
Travel Time (s)	25.2		4.3			3.9
Peak Hour Factor	0.66	0.66	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	2%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	0	0	0	443
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	42	0	0	0	0	430
Future Vol, veh/h	42	0	0	0	0	430
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	92	92	97	97
Heavy Vehicles, %	0	0	2	2	0	2
Mvmt Flow	64	0	0	0	0	443

Major/Minor	Minor1		Major2	
Conflicting Flow All	222	-	-	-
Stage 1	0	-	-	-
Stage 2	222	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	752	0	0	-
Stage 1	-	0	0	-
Stage 2	800	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	752	-	-	-
Mov Cap-2 Maneuver	752	-	-	-
Stage 1	-	-	-	-
Stage 2	800	-	-	-

Approach	WB	SB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	752	-
HCM Lane V/C Ratio	0.085	-
HCM Control Delay (s)	10.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	**53**	**0**	**0**	**0**	**0**	**393**
Future Volume (vph)	53	0	0	0	0	393
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Lane Width (ft)	14	12	12	12	12	12
Satd. Flow (prot)	**1925**	**0**	**0**	**0**	**0**	**3574**
Flt Permitted	0.950					
Satd. Flow (perm)	**1925**	**0**	**0**	**0**	**0**	**3574**
Link Speed (mph)	30		30			30
Link Distance (ft)	**1110**		**190**			**172**
Travel Time (s)	25.2		4.3			3.9
Peak Hour Factor	**0.80**	0.80	0.92	0.92	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	2%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	0	0	0	437
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: **Other**
Control Type: Unsignalized
Intersection Capacity Utilization 20.9% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	53	0	0	0	0	393
Future Vol, veh/h	53	0	0	0	0	393
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	92	92	90	90
Heavy Vehicles, %	0	0	2	2	0	1
Mvmt Flow	66	0	0	0	0	437

Major/Minor	Minor1		Major2	
Conflicting Flow All	219	-	-	-
Stage 1	0	-	-	-
Stage 2	219	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	755	0	0	-
Stage 1	-	0	0	-
Stage 2	802	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	755	-	-	-
Mov Cap-2 Maneuver	755	-	-	-
Stage 1	-	-	-	-
Stage 2	802	-	-	-

Approach	WB	SB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	755	-
HCM Lane V/C Ratio	0.088	-
HCM Control Delay (s)	10.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	76	0	0	0	0	614
Future Volume (vph)	76	0	0	0	0	614
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	12	12	12
Satd. Flow (prot)	1925	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1925	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	1110		190			172
Travel Time (s)	25.2		4.3			3.9
Peak Hour Factor	0.86	0.86	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	0	0	653
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	76	0	0	0	0	614
Future Vol, veh/h	76	0	0	0	0	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	92	92	94	94
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	88	0	0	0	0	653

Major/Minor	Minor1		Major2	
Conflicting Flow All	327	-	-	-
Stage 1	0	-	-	-
Stage 2	327	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	647	0	0	-
Stage 1	-	0	0	-
Stage 2	709	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	647	-	-	-
Mov Cap-2 Maneuver	647	-	-	-
Stage 1	-	-	-	-
Stage 2	709	-	-	-

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

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	647	-
HCM Lane V/C Ratio	0.137	-
HCM Control Delay (s)	11.4	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.5	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	31	114	4	8
Future Volume (vph)	0	0	31	114	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12
Satd. Flow (prot)	0	1900	0	1756	1608	0
Flt Permitted				0.990		
Satd. Flow (perm)	0	1900	0	1756	1608	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1110			425	369	
Travel Time (s)	25.2			9.7	8.4	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	161	13	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	31	114	4	8
Future Vol, veh/h	0	0	31	114	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	90	90	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	34	127	4	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	9	13	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	1079	1619	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1079	1619	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	42	140	32	15
Future Volume (vph)	0	0	42	140	32	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12
Satd. Flow (prot)	0	1900	0	1754	1697	0
Flt Permitted				0.989		
Satd. Flow (perm)	0	1900	0	1754	1697	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1110			425	369	
Travel Time (s)	25.2			9.7	8.4	
Peak Hour Factor	0.92	0.92	0.82	0.82	0.63	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	222	75	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.7%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱		↰	↳	
Traffic Vol, veh/h	0	0	42	140	32	15
Future Vol, veh/h	0	0	42	140	32	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	82	82	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	51	171	51	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	63	75	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	1007	1537	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1007	1537	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-	-
HCM Control Delay (s)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	**0**	**0**	**56**	**141**	**22**	**12**
Future Volume (vph)	0	0	56	141	22	12
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Lane Width (ft)	12	12	12	10	10	12
Satd. Flow (prot)	**0**	**1900**	**0**	**1749**	**1690**	**0**
Flt Permitted				0.986		
Satd. Flow (perm)	**0**	**1900**	**0**	**1749**	**1690**	**0**
Link Speed (mph)	30			30	30	
Link Distance (ft)	**1110**			**425**	**369**	
Travel Time (s)	25.2			9.7	8.4	
Peak Hour Factor	**0.92**	0.92	**0.88**	**0.88**	**0.78**	**0.78**
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	224	43	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 20.5% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	56	141	22	12
Future Vol, veh/h	0	0	56	141	22	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	88	88	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	64	160	28	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	36	43	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	1042	1579	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1042	1579	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	-
HCM Control Delay (s)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	422	158
Future Volume (vph)	0	0	0	0	422	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3437	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	3437	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	694			265	190	
Travel Time (s)	15.8			6.0	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	624	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.0%	ICU Level of Service A	
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	62	59	71	203	0	0	0	0
Future Volume (vph)	0	0	0	0	62	59	71	203	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	0	0	0	1875	0	0	3537	0	0	0	0
Flt Permitted								0.987				
Satd. Flow (perm)	0	0	0	0	1875	0	0	3537	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			694			434			591	
Travel Time (s)		3.8			15.8			9.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	144	0	0	294	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↱			↰↑				
Traffic Vol, veh/h	0	0	0	0	62	59	71	203	0	0	0	0
Future Vol, veh/h	0	0	0	0	62	59	71	203	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	93	93	93	92	92	92
Heavy Vehicles, %	2	2	2	0	0	2	0	1	0	2	2	2
Mvmt Flow	0	0	0	0	74	70	76	218	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	370	109	0	0	-
Stage 1	-	370	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	6.94	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.32	2.2	-	-
Pot Cap-1 Maneuver	0	563	924	-	-	0
Stage 1	0	624	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	924	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.6	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	WBLn1
Capacity (veh/h)	-	-	924
HCM Lane V/C Ratio	-	-	0.156
HCM Control Delay (s)	-	-	9.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	84	54	92	232	0	0	0	0
Future Volume (vph)	0	0	0	0	84	54	92	232	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	0	0	0	1919	0	0	3534	0	0	0	0
Flt Permitted								0.986				
Satd. Flow (perm)	0	0	0	0	1919	0	0	3534	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			694			434			591	
Travel Time (s)		3.8			15.8			9.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	155	0	0	373	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 23.5%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↱			↰↑				
Traffic Vol, veh/h	0	0	0	0	84	54	92	232	0	0	0	0
Future Vol, veh/h	0	0	0	0	84	54	92	232	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	1	0	2	2	2
Mvmt Flow	0	0	0	0	94	61	106	267	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	479	134	0	0	-
Stage 1	-	479	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	489	897	-	-	0
Stage 1	0	558	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	897	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.9	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	WBLn1
Capacity (veh/h)	-	-	897
HCM Lane V/C Ratio	-	-	0.173
HCM Control Delay (s)	-	-	9.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	121	85	74	238	0	0	0	0
Future Volume (vph)	0	0	0	0	121	85	74	238	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	0	0	0	1905	0	0	3567	0	0	0	0
Flt Permitted								0.988				
Satd. Flow (perm)	0	0	0	0	1905	0	0	3567	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			694			434			591	
Travel Time (s)		3.8			15.8			9.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.77	0.77	0.77	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	245	0	0	405	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↱			↰↑				
Traffic Vol, veh/h	0	0	0	0	121	85	74	238	0	0	0	0
Future Vol, veh/h	0	0	0	0	121	85	74	238	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	77	77	77	92	92	92
Heavy Vehicles, %	2	2	2	0	0	1	0	0	0	2	2	2
Mvmt Flow	0	0	0	0	144	101	96	309	0	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	501	155	0	0	-
Stage 1	-	501	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	6.92	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.31	2.2	-	-
Pot Cap-1 Maneuver	0	475	866	-	-	0
Stage 1	0	546	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	866	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.8	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	WBLn1
Capacity (veh/h)	-	-	866
HCM Lane V/C Ratio	-	-	0.283
HCM Control Delay (s)	-	-	10.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	**0**	**0**	**0**	**0**	**345**	**125**
Future Volume (vph)	0	0	0	0	345	125
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Satd. Flow (prot)	0	1863	0	0	3440	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	3440	0
Link Speed (mph)	**30**			30	30	
Link Distance (ft)	694			265	190	
Travel Time (s)	**15.8**			6.0	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.96	0.96
Heavy Vehicles (%)	**2%**	2%	2%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	489	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	16.9%	ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱			↑↑↳	
Traffic Vol, veh/h	0	0	0	0	345	125
Future Vol, veh/h	0	0	0	0	345	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	96	96
Heavy Vehicles, %	2	2	2	2	1	0
Mvmt Flow	0	0	0	0	359	130

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	245		-	0
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	755		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	755		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	332	113
Future Volume (vph)	0	0	0	0	332	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3447	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	3447	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	694			265	190	
Travel Time (s)	15.8			6.0	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	484	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱			↑↑↳	
Traffic Vol, veh/h	0	0	0	0	332	113
Future Vol, veh/h	0	0	0	0	332	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	1	0
Mvmt Flow	0	0	0	0	361	123

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	242		-	0
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	759		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	759		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	486	176
Future Volume (vph)	0	0	0	0	486	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3440	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	3440	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	694			265	190	
Travel Time (s)	15.8			6.0	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	712	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱			↑↑↳	
Traffic Vol, veh/h	0	0	0	0	486	176
Future Vol, veh/h	0	0	0	0	486	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	93	93
Heavy Vehicles, %	2	2	2	2	1	0
Mvmt Flow	0	0	0	0	523	189

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	356		-	0
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	640		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	640		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	11	85	30	0	0	0	0	0	272	20
Future Volume (vph)	0	1	11	85	30	0	0	0	0	0	272	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	12	12	12	13	12
Satd. Flow (prot)	0	1370	0	0	1813	0	0	0	0	0	3659	0
Flt Permitted					0.964							
Satd. Flow (perm)	0	1370	0	0	1813	0	0	0	0	0	3659	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		170			1127			654			265	
Travel Time (s)		3.9			25.6			14.9			6.0	
Peak Hour Factor	0.46	0.46	0.46	0.93	0.93	0.93	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	10%	0%	4%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	123	0	0	0	0	0	301	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 27.8% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↳			↰						↑↳	
Traffic Vol, veh/h	0	1	11	85	30	0	0	0	0	0	272	20
Future Vol, veh/h	0	1	11	85	30	0	0	0	0	0	272	20
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	46	46	46	93	93	93	92	92	92	97	97	97
Heavy Vehicles, %	0	0	10	0	4	0	0	0	0	0	1	0
Mvmt Flow	0	2	24	91	32	0	0	0	0	0	280	21

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	-	291	151	141	301	-	-	-	0
Stage 1	-	291	-	0	0	-	-	-	-
Stage 2	-	0	-	141	301	-	-	-	-
Critical Hdwy	-	6.5	7.1	7.5	6.58	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.58	-	-	-	-
Follow-up Hdwy	-	4	3.4	3.5	4.04	-	-	-	-
Pot Cap-1 Maneuver	0	623	844	821	606	0	0	-	-
Stage 1	0	675	-	-	-	0	0	-	-
Stage 2	0	-	-	853	659	0	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	623	844	796	606	-	-	-	-
Mov Cap-2 Maneuver	-	623	-	796	606	-	-	-	-
Stage 1	-	675	-	-	-	-	-	-	-
Stage 2	-	-	-	826	659	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.5	10.9	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	820	736	-	-
HCM Lane V/C Ratio	0.032	0.168	-	-
HCM Control Delay (s)	9.5	10.9	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.1	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	42	89	10	0	0	0	0	0	299	21
Future Volume (vph)	0	1	42	89	10	0	0	0	0	0	299	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	12	12	12	13	12
Satd. Flow (prot)	0	1486	0	0	1818	0	0	0	0	0	3686	0
Flt Permitted					0.957							
Satd. Flow (perm)	0	1486	0	0	1818	0	0	0	0	0	3686	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		170			1127			654			265	
Travel Time (s)		3.9			25.6			14.9			6.0	
Peak Hour Factor	0.63	0.63	0.63	0.87	0.87	0.87	0.92	0.92	0.92	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	113	0	0	0	0	0	352	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰						↑↱	
Traffic Vol, veh/h	0	1	42	89	10	0	0	0	0	0	299	21
Future Vol, veh/h	0	1	42	89	10	0	0	0	0	0	299	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	87	87	87	92	92	92	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	0	2	67	102	11	0	0	0	0	0	329	23

Major/Minor	Minor2			Minor1					Major2			
Conflicting Flow All	-	341	176	166	352	-			-	-	0	
Stage 1	-	341	-	0	0	-			-	-	-	
Stage 2	-	0	-	166	352	-			-	-	-	
Critical Hdwy	-	6.5	6.9	7.5	6.5	-			-	-	-	
Critical Hdwy Stg 1	-	5.5	-	-	-	-			-	-	-	
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-			-	-	-	
Follow-up Hdwy	-	4	3.3	3.5	4	-			-	-	-	
Pot Cap-1 Maneuver	0	584	843	788	576	0			0	-	-	
Stage 1	0	642	-	-	-	0			0	-	-	
Stage 2	0	-	-	825	635	0			0	-	-	
Platoon blocked, %										-	-	
Mov Cap-1 Maneuver	-	584	843	724	576	-			-	-	-	
Mov Cap-2 Maneuver	-	584	-	724	576	-			-	-	-	
Stage 1	-	642	-	-	-	-			-	-	-	
Stage 2	-	-	-	758	635	-			-	-	-	

Approach	EB	WB	SB
HCM Control Delay, s	9.7	11.1	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	834	706	-	-
HCM Lane V/C Ratio	0.082	0.161	-	-
HCM Control Delay (s)	9.7	11.1	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.3	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	**0**	**0**	**14**	**75**	**21**	**0**	**0**	**0**	**0**	**0**	**378**	**19**
Future Volume (vph)	0	0	14	75	21	0	0	0	0	0	378	19
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Lane Width (ft)	12	9	12	12	12	12	12	12	12	12	13	12
Satd. Flow (prot)	**0**	**1479**	**0**	**0**	**1828**	**0**	**0**	**0**	**0**	**0**	**3659**	**0**
Flt Permitted					0.962							
Satd. Flow (perm)	**0**	**1479**	**0**	**0**	**1828**	**0**	**0**	**0**	**0**	**0**	**3659**	**0**
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		**170**			**1127**			**654**			**265**	
Travel Time (s)		3.9			25.6			14.9			6.0	
Peak Hour Factor	**0.65**	**0.65**	**0.65**	**0.84**	**0.84**	**0.84**	**0.92**	**0.92**	**0.92**	**0.97**	**0.97**	**0.97**
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	114	0	0	0	0	0	410	0
Sign Control		**Stop**			**Stop**			**Free**			**Free**	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 29.6% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰						↑↱	
Traffic Vol, veh/h	0	0	14	75	21	0	0	0	0	0	378	19
Future Vol, veh/h	0	0	14	75	21	0	0	0	0	0	378	19
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	84	84	84	92	92	92	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	6
Mvmt Flow	0	0	22	89	25	0	0	0	0	0	390	20

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	-	400	205	195	410	-	-	-	0
Stage 1	-	400	-	0	0	-	-	-	-
Stage 2	-	0	-	195	410	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.5	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	-	-	-
Pot Cap-1 Maneuver	0	541	808	752	534	0	0	-	-
Stage 1	0	605	-	-	-	0	0	-	-
Stage 2	0	-	-	794	599	0	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	541	808	732	534	-	-	-	-
Mov Cap-2 Maneuver	-	541	-	732	534	-	-	-	-
Stage 1	-	605	-	-	-	-	-	-	-
Stage 2	-	-	-	773	599	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.6	11.4	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	808	677	-	-
HCM Lane V/C Ratio	0.027	0.169	-	-
HCM Control Delay (s)	9.6	11.4	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.1	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (vph)	0	0	0	1	14	1	78	102	0	0	0	30
Future Volume (vph)	0	0	0	1	14	1	78	102	0	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	14	12	12	12	12
Satd. Flow (prot)	0	1900	0	0	1815	0	0	1984	0	0	1644	0
Flt Permitted					0.997			0.979				
Satd. Flow (perm)	0	1900	0	0	1815	0	0	1984	0	0	1644	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1127			313			266			425	
Travel Time (s)		25.6			7.1			6.0			9.7	
Peak Hour Factor	0.25	0.25	0.25	0.54	0.54	0.54	0.90	0.90	0.90	0.73	0.73	0.73
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	30	0	0	200	0	0	41	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 26.4% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	14	1	78	102	0	0	0	30
Future Vol, veh/h	0	0	0	1	14	1	78	102	0	0	0	30
Peak Hour Factor	0.25	0.25	0.25	0.54	0.54	0.54	0.90	0.90	0.90	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	2	26	2	87	113	0	0	0	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	7.5	8.3	6.7
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	0%	6%	0%
Vol Thru, %	57%	100%	88%	0%
Vol Right, %	0%	0%	6%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	0	16	30
LT Vol	78	0	1	0
Through Vol	102	0	14	0
RT Vol	0	0	1	30
Lane Flow Rate	200	0	30	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.226	0	0.035	0.04
Departure Headway (Hd)	4.069	4.449	4.29	3.5
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	884	0	821	1012
Service Time	2.09	2.449	2.388	1.559
HCM Lane V/C Ratio	0.226	0	0.037	0.041
HCM Control Delay	8.3	7.4	7.5	6.7
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	0.9	0	0.1	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (vph)	0	0	0	2	6	3	63	170	1	0	12	43
Future Volume (vph)	0	0	0	2	6	3	63	170	1	0	12	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	14	12	12	12	12
Satd. Flow (prot)	0	1900	0	0	1753	0	0	2000	0	0	1699	0
Flt Permitted					0.991			0.987				
Satd. Flow (perm)	0	1900	0	0	1753	0	0	2000	0	0	1699	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1127			313			266			425	
Travel Time (s)		25.6			7.1			6.0			9.7	
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	22	0	0	282	0	0	79	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰			↱	
Traffic Vol, veh/h	0	0	0	2	6	3	63	170	1	0	12	43
Future Vol, veh/h	0	0	0	2	6	3	63	170	1	0	12	43
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.69	0.69	0.69
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	4	12	6	76	205	1	0	17	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	7.7	9	7.1
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	0%	18%	0%
Vol Thru, %	73%	100%	55%	22%
Vol Right, %	0%	0%	27%	78%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	0	11	55
LT Vol	63	0	2	0
Through Vol	170	0	6	12
RT Vol	1	0	3	43
Lane Flow Rate	282	0	22	80
Geometry Grp	1	1	1	1
Degree of Util (X)	0.317	0	0.028	0.081
Departure Headway (Hd)	4.05	4.69	4.532	3.68
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	0	795	961
Service Time	2.075	2.691	2.532	1.752
HCM Lane V/C Ratio	0.318	0	0.028	0.083
HCM Control Delay	9	7.7	7.7	7.1
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	1.4	0	0.1	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (vph)	0	0	0	1	18	3	60	158	0	0	9	27
Future Volume (vph)	0	0	0	1	18	3	60	158	0	0	9	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	14	12	12	12	12
Satd. Flow (prot)	0	1900	0	0	1796	0	0	1998	0	0	1706	0
Flt Permitted					0.998			0.986				
Satd. Flow (perm)	0	1900	0	0	1796	0	0	1998	0	0	1706	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1127			313			266			425	
Travel Time (s)		25.6			7.1			6.0			9.7	
Peak Hour Factor	0.25	0.25	0.25	0.83	0.83	0.83	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	27	0	0	240	0	0	45	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.3%		**ICU Level of Service A**	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰			↱	
Traffic Vol, veh/h	0	0	0	1	18	3	60	158	0	0	9	27
Future Vol, veh/h	0	0	0	1	18	3	60	158	0	0	9	27
Peak Hour Factor	0.25	0.25	0.25	0.83	0.83	0.83	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	22	4	66	174	0	0	11	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	7.6	8.5	6.9
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	0%	5%	0%
Vol Thru, %	72%	100%	82%	25%
Vol Right, %	0%	0%	14%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	218	0	22	36
LT Vol	60	0	1	0
Through Vol	158	0	18	9
RT Vol	0	0	3	27
Lane Flow Rate	240	0	27	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.269	0	0.033	0.046
Departure Headway (Hd)	4.036	4.54	4.434	3.676
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	0	812	963
Service Time	2.059	2.541	2.434	1.741
HCM Lane V/C Ratio	0.269	0	0.033	0.047
HCM Control Delay	8.5	7.5	7.6	6.9
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	1.1	0	0.1	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	25	3	3	7	0	2	0	2	19	51	25
Future Volume (vph)	0	25	3	3	7	0	2	0	2	19	51	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	16	12	12	15	12
Satd. Flow (prot)	0	1936	0	0	1934	0	0	1959	0	0	1997	0
Flt Permitted					0.985			0.976			0.990	
Satd. Flow (perm)	0	1936	0	0	1934	0	0	1959	0	0	1997	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		227			343			252			975	
Travel Time (s)		5.2			7.8			5.7			22.2	
Peak Hour Factor	0.72	0.72	0.72	0.75	0.75	0.75	0.50	0.50	0.50	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	13	0	0	8	0	0	126	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	25	3	3	7	0	2	0	2	19	51	25
Future Vol, veh/h	0	25	3	3	7	0	2	0	2	19	51	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	75	75	75	50	50	50	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	35	4	4	9	0	4	0	4	25	68	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	39	0	0	105	54	37	56	56	9
Stage 1	-	-	-	-	-	-	37	37	-	17	17	-
Stage 2	-	-	-	-	-	-	68	17	-	39	39	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1584	-	0	880	841	1041	946	839	1079
Stage 1	0	-	-	-	-	0	984	868	-	1008	885	-
Stage 2	0	-	-	-	-	0	947	885	-	981	866	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1584	-	-	798	838	1041	940	836	1079
Mov Cap-2 Maneuver	-	-	-	-	-	-	798	838	-	940	836	-
Stage 1	-	-	-	-	-	-	984	868	-	1008	882	-
Stage 2	-	-	-	-	-	-	844	882	-	977	866	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.2	9	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	903	-	-	1584	-	910
HCM Lane V/C Ratio	0.009	-	-	0.003	-	0.139
HCM Control Delay (s)	9	-	-	7.3	0	9.6
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	44	4	12	3	0	7	0	4	35	83	39
Future Volume (vph)	0	44	4	12	3	0	7	0	4	35	83	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	16	12	12	15	12
Satd. Flow (prot)	0	1940	0	0	1887	0	0	1991	0	0	1997	0
Flt Permitted					0.961			0.968			0.989	
Satd. Flow (perm)	0	1940	0	0	1887	0	0	1991	0	0	1997	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		227			343			252			975	
Travel Time (s)		5.2			7.8			5.7			22.2	
Peak Hour Factor	0.69	0.69	0.69	0.70	0.70	0.70	0.89	0.89	0.89	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	0	0	21	0	0	12	0	0	180	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	44	4	12	3	0	7	0	4	35	83	39
Future Vol, veh/h	0	44	4	12	3	0	7	0	4	35	83	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	70	70	70	89	89	89	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	64	6	17	4	0	8	0	4	40	95	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	70	0	0	175	105	67	107	108	4
Stage 1	-	-	-	-	-	-	67	67	-	38	38	-
Stage 2	-	-	-	-	-	-	108	38	-	69	70	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1544	-	0	792	789	1002	877	786	1085
Stage 1	0	-	-	-	-	0	948	843	-	982	867	-
Stage 2	0	-	-	-	-	0	902	867	-	946	841	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1544	-	-	682	780	1002	866	777	1085
Mov Cap-2 Maneuver	-	-	-	-	-	-	682	780	-	866	777	-
Stage 1	-	-	-	-	-	-	948	843	-	982	857	-
Stage 2	-	-	-	-	-	-	760	857	-	942	841	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.9	9.7	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	772	-	-	1544	-	857
HCM Lane V/C Ratio	0.016	-	-	0.011	-	0.211
HCM Control Delay (s)	9.7	-	-	7.4	0	10.3
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	0	-	-	0	-	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	22	6	8	8	0	2	0	3	24	112	37
Future Volume (vph)	0	22	6	8	8	0	2	0	3	24	112	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	16	12	12	15	12
Satd. Flow (prot)	0	1904	0	0	1916	0	0	1939	0	0	2002	0
Flt Permitted					0.976			0.980			0.993	
Satd. Flow (perm)	0	1904	0	0	1916	0	0	1939	0	0	2002	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		227			343			252			975	
Travel Time (s)		5.2			7.8			5.7			22.2	
Peak Hour Factor	0.78	0.78	0.78	0.70	0.70	0.70	0.90	0.90	0.90	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	22	0	0	5	0	0	214	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	22	6	8	8	0	2	0	3	24	112	37
Future Vol, veh/h	0	22	6	8	8	0	2	0	3	24	112	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	70	70	70	90	90	90	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	0	28	8	11	11	0	2	0	3	30	138	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	36	0	0	157	65	32	67	69	11
Stage 1	-	-	-	-	-	-	32	32	-	33	33	-
Stage 2	-	-	-	-	-	-	125	33	-	34	36	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.51	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	0	-	-	1588	-	0	814	830	1048	931	823	1076
Stage 1	0	-	-	-	-	0	990	872	-	988	870	-
Stage 2	0	-	-	-	-	0	884	872	-	987	867	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1588	-	-	675	824	1048	923	817	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	675	824	-	923	817	-
Stage 1	-	-	-	-	-	-	990	872	-	988	864	-
Stage 2	-	-	-	-	-	-	706	866	-	984	867	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.6	9.2	10.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	858	-	-	1588	-	876
HCM Lane V/C Ratio	0.006	-	-	0.007	-	0.244
HCM Control Delay (s)	9.2	-	-	7.3	0	10.4
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	0	-	-	0	-	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	4	0	0	0	0	17	254	31	0	0	0
Future Volume (vph)	35	4	0	0	0	0	17	254	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2061	0	0	0	0	0	3516	0	0	0	0
Flt Permitted		0.957						0.997				
Satd. Flow (perm)	0	2061	0	0	0	0	0	3516	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			260			492			434	
Travel Time (s)		7.8			5.9			11.2			9.9	
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	0	0	0	332	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰↑↱				
Traffic Vol, veh/h	35	4	0	0	0	0	17	254	31	0	0	0
Future Vol, veh/h	35	4	0	0	0	0	17	254	31	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	91	91	91	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	1	0	2	2	2
Mvmt Flow	47	5	0	0	0	0	19	279	34	0	0	0

Major/Minor	Minor2			Major1		
Conflicting Flow All	178	351	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	178	351	-	-	-	-
Critical Hdwy	6.8	6.5	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	-	2.2	-	-
Pot Cap-1 Maneuver	800	577	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	841	636	0	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	800	0	-	-	-	-
Mov Cap-2 Maneuver	800	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	841	0	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	9.8	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1
Capacity (veh/h)	-	-	-	800
HCM Lane V/C Ratio	-	-	-	0.065
HCM Control Delay (s)	-	-	-	9.8
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰↑↱				
Traffic Volume (vph)	50	31	0	0	0	0	15	302	68	0	0	0
Future Volume (vph)	50	31	0	0	0	0	15	302	68	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2089	0	0	0	0	0	3482	0	0	0	0
Flt Permitted		0.970						0.998				
Satd. Flow (perm)	0	2089	0	0	0	0	0	3482	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			260			492			434	
Travel Time (s)		7.8			5.9			11.2			9.9	
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	0	0	0	0	0	453	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰↑↱				
Traffic Vol, veh/h	50	31	0	0	0	0	15	302	68	0	0	0
Future Vol, veh/h	50	31	0	0	0	0	15	302	68	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	85	85	85	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	1	0	2	2	2
Mvmt Flow	60	37	0	0	0	0	18	355	80	0	0	0

Major/Minor	Minor2			Major1		
Conflicting Flow All	214	471	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	214	471	-	-	-	-
Critical Hdwy	6.8	6.5	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	-	2.2	-	-
Pot Cap-1 Maneuver	760	494	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	807	563	0	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	760	0	-	-	-	-
Mov Cap-2 Maneuver	760	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	807	0	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	10.4	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1
Capacity (veh/h)	-	-	-	760
HCM Lane V/C Ratio	-	-	-	0.128
HCM Control Delay (s)	-	-	-	10.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	13	0	0	0	0	7	273	19	0	0	0
Future Volume (vph)	36	13	0	0	0	0	7	273	19	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2076	0	0	0	0	0	3542	0	0	0	0
Flt Permitted		0.964						0.999				
Satd. Flow (perm)	0	2076	0	0	0	0	0	3542	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			260			492			434	
Travel Time (s)		7.8			5.9			11.2			9.9	
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.82	0.82	0.82	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	0	0	0	0	0	365	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰↑↱				
Traffic Vol, veh/h	36	13	0	0	0	0	7	273	19	0	0	0
Future Vol, veh/h	36	13	0	0	0	0	7	273	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	82	82	82	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	1	0	2	2	2
Mvmt Flow	48	17	0	0	0	0	9	333	23	0	0	0

Major/Minor	Minor2			Major1		
Conflicting Flow All	185	374	-	0	0	0
Stage 1	0	0	-	-	-	-
Stage 2	185	374	-	-	-	-
Critical Hdwy	6.8	6.5	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	-	2.2	-	-
Pot Cap-1 Maneuver	792	560	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	834	621	0	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	792	0	-	-	-	-
Mov Cap-2 Maneuver	792	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	834	0	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	10	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1
Capacity (veh/h)	-	-	-	792
HCM Lane V/C Ratio	-	-	-	0.082
HCM Control Delay (s)	-	-	-	10
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	17	0	0	0	0	0	151	4	4	0	0
Future Volume (vph)	32	17	0	0	0	0	0	151	4	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	14	12	16	12	12
Satd. Flow (prot)	0	2084	0	0	0	0	0	2021	0	0	1805	0
Flt Permitted		0.968									0.950	
Satd. Flow (perm)	0	2084	0	0	0	0	0	2021	0	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			361			389			266	
Travel Time (s)		8.7			8.2			8.8			6.0	
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	0	0	0	168	0	0	8	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↱			↔	
Traffic Vol, veh/h	32	17	0	0	0	0	0	151	4	4	0	0
Future Vol, veh/h	32	17	0	0	0	0	0	151	4	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	92	92	92	92	92	92	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	22	0	0	0	0	0	164	4	8	0	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	182	184	-	-	0	0	168	0	0
Stage 1	16	16	-	-	-	-	-	-	-
Stage 2	166	168	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	812	714	0	0	-	-	1422	-	-
Stage 1	1012	886	0	0	-	-	-	-	-
Stage 2	868	763	0	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	807	0	-	-	-	-	1422	-	-
Mov Cap-2 Maneuver	807	0	-	-	-	-	-	-	-
Stage 1	1006	0	-	-	-	-	-	-	-
Stage 2	868	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	7.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	807	1422	-	-
HCM Lane V/C Ratio	-	-	0.077	0.006	-	-
HCM Control Delay (s)	-	-	9.8	7.5	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	30	0	0	0	0	0	181	19	13	0	0
Future Volume (vph)	27	30	0	0	0	0	0	181	19	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	14	12	16	12	12
Satd. Flow (prot)	0	2104	0	0	0	0	0	2000	0	0	1805	0
Flt Permitted		0.977									0.950	
Satd. Flow (perm)	0	2104	0	0	0	0	0	2000	0	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			361			389			266	
Travel Time (s)		8.7			8.2			8.8			6.0	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.84	0.84	0.84	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	0	0	0	238	0	0	17	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↱			↕	
Traffic Vol, veh/h	27	30	0	0	0	0	0	181	19	13	0	0
Future Vol, veh/h	27	30	0	0	0	0	0	181	19	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	84	84	84	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	38	0	0	0	0	0	215	23	17	0	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	261	272	-	-	0	0	238	0	0
Stage 1	34	34	-	-	-	-	-	-	-
Stage 2	227	238	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	732	638	0	0	-	-	1341	-	-
Stage 1	994	871	0	0	-	-	-	-	-
Stage 2	815	712	0	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	722	0	-	-	-	-	1341	-	-
Mov Cap-2 Maneuver	722	0	-	-	-	-	-	-	-
Stage 1	981	0	-	-	-	-	-	-	-
Stage 2	815	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	7.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	722	1341	-	-
HCM Lane V/C Ratio	-	-	0.099	0.013	-	-
HCM Control Delay (s)	-	-	10.5	7.7	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	28	0	0	0	0	0	179	10	8	0	0
Future Volume (vph)	43	28	0	0	0	0	0	179	10	8	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	14	12	16	12	12
Satd. Flow (prot)	0	2091	0	0	0	0	0	2012	0	0	1805	0
Flt Permitted		0.971									0.950	
Satd. Flow (perm)	0	2091	0	0	0	0	0	2012	0	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			361			389			266	
Travel Time (s)		8.7			8.2			8.8			6.0	
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.94	0.94	0.94	0.58	0.58	0.58
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	0	0	0	201	0	0	14	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↱			↔	
Traffic Vol, veh/h	43	28	0	0	0	0	0	179	10	8	0	0
Future Vol, veh/h	43	28	0	0	0	0	0	179	10	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	92	92	94	94	94	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	48	31	0	0	0	0	0	190	11	14	0	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	224	229	-	-	0	0	201	0	0
Stage 1	28	28	-	-	-	-	-	-	-
Stage 2	196	201	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	769	674	0	0	-	-	1383	-	-
Stage 1	1000	876	0	0	-	-	-	-	-
Stage 2	842	739	0	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	761	0	-	-	-	-	1383	-	-
Mov Cap-2 Maneuver	761	0	-	-	-	-	-	-	-
Stage 1	990	0	-	-	-	-	-	-	-
Stage 2	842	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	7.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	761	1383	-	-
HCM Lane V/C Ratio	-	-	0.104	0.01	-	-
HCM Control Delay (s)	-	-	10.3	7.6	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	**30**	677	644	31	33	61
Future Volume (vph)	30	677	644	31	33	61
Ideal Flow (vphpl)	**1900**	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Satd. Flow (prot)	**0**	1896	1871	0	1933	0
Flt Permitted		0.998			0.983	
Satd. Flow (perm)	**0**	1896	1871	0	1933	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		298	1866		1760	
Travel Time (s)		6.8	42.4		40.0	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.79	0.79
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	884	833	0	119	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↾	
Traffic Vol, veh/h	30	677	644	31	33	61
Future Vol, veh/h	30	677	644	31	33	61
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	80	80	81	81	79	79
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	38	846	795	38	42	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	833	0	-	0	1736	814
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	922	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	809	-	-	-	97	381
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	391	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	809	-	-	-	88	381
Mov Cap-2 Maneuver	-	-	-	-	88	-
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	391	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	60
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	809	-	-	-	176
HCM Lane V/C Ratio	0.046	-	-	-	0.676
HCM Control Delay (s)	9.7	0	-	-	60
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	53	683	734	44	31	44
Future Volume (vph)	53	683	734	44	31	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Satd. Flow (prot)	0	1892	1885	0	1941	0
Flt Permitted		0.996			0.980	
Satd. Flow (perm)	0	1892	1885	0	1941	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		298	1866		1760	
Travel Time (s)		6.8	42.4		40.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	818	865	0	83	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 90.7% **ICU Level of Service E**
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	53	683	734	44	31	44
Future Vol, veh/h	53	683	734	44	31	44
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	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	759	816	49	34	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	865	0	-	0	1718	841
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	787	-	-	-	100	368
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	787	-	-	-	87	368
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	410	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	50.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	787	-	-	-	158
HCM Lane V/C Ratio	0.075	-	-	-	0.527
HCM Control Delay (s)	9.9	0	-	-	50.7
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	752	778	33	18	51
Future Volume (vph)	39	752	778	33	18	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Satd. Flow (prot)	0	1895	1871	0	1858	0
Flt Permitted		0.998			0.987	
Satd. Flow (perm)	0	1895	1871	0	1858	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		298	1866		1760	
Travel Time (s)		6.8	42.4		40.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.65	0.65
Heavy Vehicles (%)	1%	0%	1%	0%	6%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	879	901	0	106	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.2%		**ICU Level of Service E**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑		↾	
Traffic Vol, veh/h	39	752	778	33	18	51
Future Vol, veh/h	39	752	778	33	18	51
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	90	90	90	90	65	65
Heavy Vehicles, %	1	0	1	0	6	2
Mvmt Flow	43	836	864	37	28	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	901	0	-	0	1805	883
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	922	-
Critical Hdwy	4.11	-	-	-	6.46	6.22
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.209	-	-	-	3.554	3.318
Pot Cap-1 Maneuver	758	-	-	-	85	345
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	758	-	-	-	76	345
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	381	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	50.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	758	-	-	-	179
HCM Lane V/C Ratio	0.057	-	-	-	0.593
HCM Control Delay (s)	10	0	-	-	50.8
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	3.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	553	66	12	528	0	3	0	6	26	2	62
Future Volume (vph)	0	553	66	12	528	0	3	0	6	26	2	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1957	0	0	2005	0	0	1928	0	0	1880	0
Flt Permitted					0.999			0.984			0.986	
Satd. Flow (perm)	0	1957	0	0	2005	0	0	1928	0	0	1880	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1866			146			242			1352	
Travel Time (s)		42.4			3.3			5.5			30.7	
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.50	0.50	0.50	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	3%	0%	1%	0%	0%	0%	0%	4%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	712	0	0	667	0	0	18	0	0	114	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	553	66	12	528	0	3	0	6	26	2	62
Future Vol, veh/h	0	553	66	12	528	0	3	0	6	26	2	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	81	81	81	50	50	50	80	80	80
Heavy Vehicles, %	0	2	3	0	1	0	0	0	0	4	0	2
Mvmt Flow	0	636	76	15	652	0	6	0	12	33	3	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	712	0	0	1397	1356	674	1362	1394	652
Stage 1	-	-	-	-	-	-	674	674	-	682	682	-
Stage 2	-	-	-	-	-	-	723	682	-	680	712	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.318
Pot Cap-1 Maneuver	0	-	-	897	-	0	120	151	458	124	143	468
Stage 1	0	-	-	-	-	0	448	457	-	437	453	-
Stage 2	0	-	-	-	-	0	421	453	-	438	439	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	897	-	-	97	147	458	118	139	468
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	147	-	118	139	-
Stage 1	-	-	-	-	-	-	448	457	-	437	441	-
Stage 2	-	-	-	-	-	-	340	441	-	427	439	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	24.3	31.6
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	204	-	-	897	-	245
HCM Lane V/C Ratio	0.088	-	-	0.017	-	0.459
HCM Control Delay (s)	24.3	-	-	9.1	0	31.6
HCM Lane LOS	C	-	-	A	A	D
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	844	38	9	627	0	0	0	3	43	5	76
Future Volume (vph)	0	844	38	9	627	0	0	0	3	43	5	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1974	0	0	2005	0	0	1863	0	0	1892	0
Flt Permitted					0.999						0.983	
Satd. Flow (perm)	0	1974	0	0	2005	0	0	1863	0	0	1892	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1866			146			242			1352	
Travel Time (s)		42.4			3.3			5.5			30.7	
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.50	0.50	0.50	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	3%	0%	1%	0%	0%	0%	0%	4%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	891	0	0	707	0	0	6	0	0	136	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	844	38	9	627	0	0	0	3	43	5	76
Future Vol, veh/h	0	844	38	9	627	0	0	0	3	43	5	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	90	90	90	50	50	50	91	91	91
Heavy Vehicles, %	0	2	3	0	1	0	0	0	0	4	0	2
Mvmt Flow	0	853	38	10	697	0	0	0	6	47	5	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	891	0	0	1634	1589	872	1592	1608	697
Stage 1	-	-	-	-	-	-	872	872	-	717	717	-
Stage 2	-	-	-	-	-	-	762	717	-	875	891	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.318
Pot Cap-1 Maneuver	0	-	-	769	-	0	82	109	353	86	106	441
Stage 1	0	-	-	-	-	0	348	371	-	418	437	-
Stage 2	0	-	-	-	-	0	400	437	-	341	363	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	769	-	-	63	107	353	83	104	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	107	-	83	104	-
Stage 1	-	-	-	-	-	-	348	371	-	418	428	-
Stage 2	-	-	-	-	-	-	313	428	-	335	363	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15.4	82
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	353	-	-	769	-	168
HCM Lane V/C Ratio	0.017	-	-	0.013	-	0.811
HCM Control Delay (s)	15.4	-	-	9.7	0	82
HCM Lane LOS	C	-	-	A	A	F
HCM 95th %tile Q(veh)	0.1	-	-	0	-	5.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	720	40	19	686	0	3	0	1	28	7	92
Future Volume (vph)	0	720	40	19	686	0	3	0	1	28	7	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	16	12	12	16	12
Satd. Flow (prot)	0	2012	0	0	2005	0	0	2005	0	0	1904	0
Flt Permitted					0.999			0.964			0.989	
Satd. Flow (perm)	0	2012	0	0	2005	0	0	2005	0	0	1904	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1866			146			242			1352	
Travel Time (s)		42.4			3.3			5.5			30.7	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.50	0.50	0.50	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	4%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	835	0	0	767	0	0	8	0	0	145	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 65.4% ICU Level of Service C
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	5.4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	720	40	19	686	0	3	0	1	28	7	92
Future Vol, veh/h	0	720	40	19	686	0	3	0	1	28	7	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	50	50	50	88	88	88
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	4	0	0
Mvmt Flow	0	791	44	21	746	0	6	0	2	32	8	105

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	835	0	0	1658	1601	813	1602	1623	746
Stage 1	-	-	-	-	-	-	813	813	-	788	788	-
Stage 2	-	-	-	-	-	-	845	788	-	814	835	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.3
Pot Cap-1 Maneuver	0	-	-	807	-	0	79	107	382	84	104	417
Stage 1	0	-	-	-	-	0	375	395	-	381	405	-
Stage 2	0	-	-	-	-	0	360	405	-	369	386	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	807	-	-	54	102	382	81	99	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	102	-	81	99	-
Stage 1	-	-	-	-	-	-	375	395	-	381	387	-
Stage 2	-	-	-	-	-	-	253	387	-	367	386	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	63.9	59.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	69	-	-	807	-	199
HCM Lane V/C Ratio	0.116	-	-	0.026	-	0.725
HCM Control Delay (s)	63.9	-	-	9.6	0	59.9
HCM Lane LOS	F	-	-	A	A	F
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	4.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	535	0	0	537	42	3	1	2	0	0	0
Future Volume (vph)	50	535	0	0	537	42	3	1	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1977	0	0	1988	0	0	1760	0	0	0	0
Flt Permitted		0.996						0.976				
Satd. Flow (perm)	0	1977	0	0	1988	0	0	1760	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		146			154			188			1246	
Travel Time (s)		3.3			3.5			4.3			28.3	
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.75	0.75	0.75	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	0%	1%	0%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	715	0	0	8	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 75.1% ICU Level of Service D
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↔				
Traffic Vol, veh/h	50	535	0	0	537	42	3	1	2	0	0	0
Future Vol, veh/h	50	535	0	0	537	42	3	1	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	81	81	81	75	75	75	92	92	92
Heavy Vehicles, %	3	2	0	0	1	0	0	0	0	2	2	2
Mvmt Flow	56	594	0	0	663	52	4	1	3	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	715	0	-	-	-	0	1395	1421	594
Stage 1	-	-	-	-	-	-	706	706	-
Stage 2	-	-	-	-	-	-	689	715	-
Critical Hdwy	4.13	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	881	-	0	0	-	-	157	138	509
Stage 1	-	-	0	0	-	-	493	442	-
Stage 2	-	-	0	0	-	-	502	438	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	881	-	-	-	-	-	142	0	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	0	-
Stage 1	-	-	-	-	-	-	446	0	-
Stage 2	-	-	-	-	-	-	502	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.8	0	23.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	200	881	-	-	-
HCM Lane V/C Ratio	0.04	0.063	-	-	-
HCM Control Delay (s)	23.7	9.4	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	796	0	0	636	42	0	0	0	0	0	0
Future Volume (vph)	94	796	0	0	636	42	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2017	0	0	2010	0	0	1900	0	0	0	0
Flt Permitted		0.995										
Satd. Flow (perm)	0	2017	0	0	2010	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		146			154			188			1246	
Travel Time (s)		3.3			3.5			4.3			28.3	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	978	0	0	737	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			

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	94	796	0	0	636	42	0	0	0	0	0	0
Future Vol, veh/h	94	796	0	0	636	42	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	75	75	75	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	103	875	0	0	691	46	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	737	0	-	-	-	0	1795	1818	875
Stage 1	-	-	-	-	-	-	1081	1081	-
Stage 2	-	-	-	-	-	-	714	737	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	878	-	0	0	-	-	89	79	351
Stage 1	-	-	0	0	-	-	328	296	-
Stage 2	-	-	0	0	-	-	489	428	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	878	-	-	-	-	-	69	0	351
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	0	-
Stage 1	-	-	-	-	-	-	253	0	-
Stage 2	-	-	-	-	-	-	489	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	878	-	-	-
HCM Lane V/C Ratio	-	0.118	-	-	-
HCM Control Delay (s)	0	9.6	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	635	0	0	705	71	0	0	0	0	0	0
Future Volume (vph)	114	635	0	0	705	71	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2010	0	0	2002	0	0	1900	0	0	0	0
Flt Permitted		0.992										
Satd. Flow (perm)	0	2010	0	0	2002	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		146			154			188			1246	
Travel Time (s)		3.3			3.5			4.3			28.3	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.50	0.50	0.50	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	833	0	0	817	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.8%		**ICU Level of Service E**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↔				
Traffic Vol, veh/h	114	635	0	0	705	71	0	0	0	0	0	0
Future Vol, veh/h	114	635	0	0	705	71	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	95	95	95	50	50	50	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	127	706	0	0	742	75	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	817	0	-	-	-	0	1740	1777	706
Stage 1	-	-	-	-	-	-	960	960	-
Stage 2	-	-	-	-	-	-	780	817	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	820	-	0	0	-	-	97	83	439
Stage 1	-	-	0	0	-	-	375	338	-
Stage 2	-	-	0	0	-	-	455	393	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	820	-	-	-	-	-	72	0	439
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	0	-
Stage 1	-	-	-	-	-	-	279	0	-
Stage 2	-	-	-	-	-	-	455	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	820	-	-	-
HCM Lane V/C Ratio	-	0.154	-	-	-
HCM Control Delay (s)	0	10.2	0	-	-
HCM Lane LOS	A	B	A	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	497	526	17	14	26
Future Volume (vph)	29	497	526	17	14	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12
Satd. Flow (prot)	0	1983	2019	0	1930	0
Flt Permitted		0.997			0.983	
Satd. Flow (perm)	0	1983	2019	0	1930	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		154	760		1464	
Travel Time (s)		3.5	17.3		33.3	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.82	0.82
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	572	610	0	49	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑		↾	
Traffic Vol, veh/h	29	497	526	17	14	26
Future Vol, veh/h	29	497	526	17	14	26
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	89	89	82	82
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	32	540	591	19	17	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	610	0	-	0	1205	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	604	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	979	-	-	-	205	504
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	979	-	-	-	195	504
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	979	-	-	-	324
HCM Lane V/C Ratio	0.032	-	-	-	0.151
HCM Control Delay (s)	8.8	0	-	-	18.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	761	650	23	20	42
Future Volume (vph)	50	761	650	23	20	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12
Satd. Flow (prot)	0	2021	2017	0	1926	0
Flt Permitted		0.997			0.984	
Satd. Flow (perm)	0	2021	2017	0	1926	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		154	760		1464	
Travel Time (s)		3.5	17.3		33.3	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	881	739	0	86	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	50	761	650	23	20	42
Future Vol, veh/h	50	761	650	23	20	42
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	91	91	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	54	827	714	25	28	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	739	0	-	0	1662	727
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	935	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	876	-	-	-	108	427
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	385	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	876	-	-	-	96	427
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	385	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	35.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	876	-	-	-	202
HCM Lane V/C Ratio	0.062	-	-	-	0.426
HCM Control Delay (s)	9.4	0	-	-	35.4
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	614	763	15	18	44
Future Volume (vph)	21	614	763	15	18	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12
Satd. Flow (prot)	0	2003	2021	0	1919	0
Flt Permitted		0.998			0.986	
Satd. Flow (perm)	0	2003	2021	0	1919	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		154	760		1464	
Travel Time (s)		3.5	17.3		33.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.74	0.74
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	690	845	0	83	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋔	
Traffic Vol, veh/h	21	614	763	15	18	44
Future Vol, veh/h	21	614	763	15	18	44
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	74	74
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	23	667	829	16	24	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	845	0	-	0	1550	837
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	713	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	800	-	-	-	127	370
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	489	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	800	-	-	-	121	370
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	489	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	29
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	800	-	-	-	232
HCM Lane V/C Ratio	0.029	-	-	-	0.361
HCM Control Delay (s)	9.6	0	-	-	29
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	406	472	19	0	0
Future Volume (vph)	135	406	472	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12
Satd. Flow (prot)	0	1892	1872	0	0	1863
Flt Permitted		0.988				
Satd. Flow (perm)	0	1892	1872	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1153	822		389	
Travel Time (s)		26.2	18.7		8.8	
Peak Hour Factor	0.84	0.84	0.76	0.76	0.92	0.92
Heavy Vehicles (%)	1%	3%	1%	0%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	644	646	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.5%		**ICU Level of Service B**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			↗
Traffic Vol, veh/h	135	406	472	19	0	0
Future Vol, veh/h	135	406	472	19	0	0
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	84	84	76	76	92	92
Heavy Vehicles, %	1	3	1	0	2	2
Mvmt Flow	161	483	621	25	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	646	0	-	0	-	634
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.11	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.318
Pot Cap-1 Maneuver	944	-	-	-	0	479
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	944	-	-	-	-	479
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	944	-	-	-	-
HCM Lane V/C Ratio	0.17	-	-	-	-
HCM Control Delay (s)	9.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	152	678	498	29	0	0
Future Volume (vph)	152	678	498	29	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12
Satd. Flow (prot)	0	1930	1869	0	0	1863
Flt Permitted		0.991				
Satd. Flow (perm)	0	1930	1869	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1153	822		389	
Travel Time (s)		26.2	18.7		8.8	
Peak Hour Factor	0.98	0.98	0.91	0.91	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	847	579	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.7%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑			↱
Traffic Vol, veh/h	152	678	498	29	0	0
Future Vol, veh/h	152	678	498	29	0	0
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	98	98	91	91	92	92
Heavy Vehicles, %	0	1	1	0	2	2
Mvmt Flow	155	692	547	32	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	579	0	-	0	-	563
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	1005	-	-	-	0	526
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1005	-	-	-	-	526
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1005	-	-	-	-
HCM Lane V/C Ratio	0.154	-	-	-	-
HCM Control Delay (s)	9.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	155	603	528	32	0	0
Future Volume (vph)	155	603	528	32	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12
Satd. Flow (prot)	0	1928	1867	0	0	1863
Flt Permitted		0.990				
Satd. Flow (perm)	0	1928	1867	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1153	822		389	
Travel Time (s)		26.2	18.7		8.8	
Peak Hour Factor	0.97	0.97	0.84	0.84	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	782	667	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.7%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			↱
Traffic Vol, veh/h	155	603	528	32	0	0
Future Vol, veh/h	155	603	528	32	0	0
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	97	97	84	84	92	92
Heavy Vehicles, %	0	1	1	0	2	2
Mvmt Flow	160	622	629	38	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	667	0	-	0	-	648
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	932	-	-	-	0	470
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	932	-	-	-	-	470
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	932	-	-	-	-
HCM Lane V/C Ratio	0.171	-	-	-	-
HCM Control Delay (s)	9.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	-

2028 Design-Year with Roadway Circulation Changes Analysis

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	571	0	0	361	17	91	19	113	31	0	28
Future Volume (vph)	49	571	0	0	361	17	91	19	113	31	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1826	0	0	1824	0	1805	1657	0	0	1732	0
Flt Permitted		0.942					0.950				0.974	
Satd. Flow (perm)	0	1727	0	0	1824	0	1805	1657	0	0	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			141			133	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		50			675			128			227	
Travel Time (s)		1.1			15.3			2.9			5.2	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.80	0.80	0.80	0.72	0.72	0.72
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	697	0	0	410	0	114	165	0	0	82	0
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Detector Phase	4	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0			21.0		15.0	15.0		13.0	13.0	
Total Split (s)	42.0	42.0			42.0		15.0	15.0		13.0	13.0	
Total Split (%)	46.7%	46.7%			46.7%		16.7%	16.7%		14.4%	14.4%	
Maximum Green (s)	37.0	37.0			37.0		10.0	10.0		8.0	8.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		39.3			39.3		9.9	9.9			6.9	
Actuated g/C Ratio		0.54			0.54		0.14	0.14			0.10	
v/c Ratio		0.74			0.41		0.46	0.47			0.29	
Control Delay		24.0			14.9		39.4	14.4			4.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		24.0			14.9		39.4	14.4			4.7	
LOS		C			B		D	B			A	
Approach Delay		24.0			14.9			24.6			4.7	
Approach LOS		C			B			C			A	
Queue Length 50th (ft)		187			84		43	9			0	
Queue Length 95th (ft)		#584			249		100	52			0	

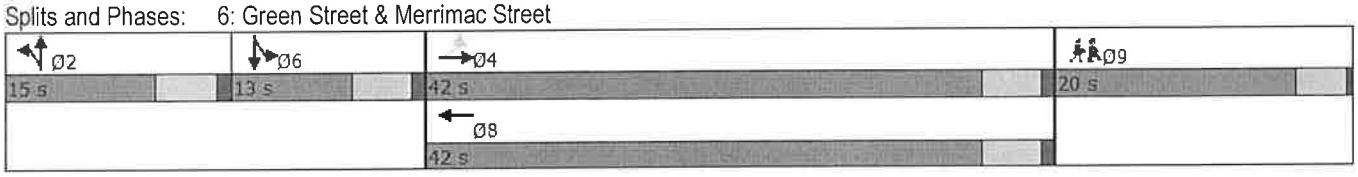
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	**20.0**
Total Split (s)	20.0
Total Split (%)	**22%**
Maximum Green (s)	16.0
Yellow Time (s)	**3.5**
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	**3.0**
Recall Mode	None
Walk Time (s)	**5.0**
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	**20**
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1			595			48			147	
Turn Bay Length (ft)												
Base Capacity (vph)		943			997		285	380			339	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.74			0.41		0.40	0.43			0.24	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 77.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Green Street & Merrimac Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	571	0	0	361	17	91	19	113	31	0	28
Future Volume (vph)	49	571	0	0	361	17	91	19	113	31	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	12	12	12	12	12
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frt		1.00			0.99		1.00	0.87			0.94	
Flt Protected		1.00			1.00		0.95	1.00			0.97	
Satd. Flow (prot)		1827			1824		1805	1656			1733	
Flt Permitted		0.94			1.00		0.95	1.00			0.97	
Satd. Flow (perm)		1728			1824		1805	1656			1733	
Peak-hour factor, PHF	0.89	0.89	0.89	0.92	0.92	0.92	0.80	0.80	0.80	0.72	0.72	0.72
Adj. Flow (vph)	55	642	0	0	392	18	114	24	141	43	0	39
RTOR Reduction (vph)	0	0	0	0	1	0	0	123	0	0	76	0
Lane Group Flow (vph)	0	697	0	0	409	0	114	42	0	0	6	0
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		38.3			38.3		8.8	8.8			4.4	
Effective Green, g (s)		39.3			39.3		9.8	9.8			5.4	
Actuated g/C Ratio		0.52			0.52		0.13	0.13			0.07	
Clearance Time (s)		5.0			5.0		5.0	5.0			5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		895			945		233	214			123	
v/s Ratio Prot					0.22		c0.06	0.03			c0.00	
v/s Ratio Perm		c0.40										
v/c Ratio		0.78			0.43		0.49	0.20			0.05	
Uniform Delay, d1		14.7			11.3		30.7	29.5			32.8	
Progression Factor		1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2		4.3			0.3		1.6	0.5			0.2	
Delay (s)		19.1			11.6		32.3	29.9			33.0	
Level of Service		B			B		C	C			C	
Approach Delay (s)		19.1			11.6			30.9			33.0	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	75.8	Sum of lost time (s)	17.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	616	0	0	466	18	146	4	152	20	0	54
Future Volume (vph)	19	616	0	0	466	18	146	4	152	20	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1835	0	0	1827	0	1805	1621	0	0	1653	0
Flt Permitted		0.978					0.950				0.987	
Satd. Flow (perm)	0	1796	0	0	1827	0	1805	1621	0	0	1653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			169			150	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		50			675			128			215	
Travel Time (s)		1.1			15.3			2.9			4.9	
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.90	0.90	0.90	0.74	0.74	0.74
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	705	0	0	576	0	162	173	0	0	100	0
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Detector Phase	4	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0			20.0		13.0	13.0		12.0	12.0	
Total Split (s)	34.0	34.0			34.0		14.0	14.0		12.0	12.0	
Total Split (%)	42.5%	42.5%			42.5%		17.5%	17.5%		15.0%	15.0%	
Maximum Green (s)	29.0	29.0			29.0		9.0	9.0		7.0	7.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		31.3			31.3		9.9	9.9			7.0	
Actuated g/C Ratio		0.49			0.49		0.15	0.15			0.11	
v/c Ratio		0.81			0.65		0.58	0.44			0.32	
Control Delay		28.7			21.3		39.7	10.3			5.1	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		28.7			21.3		39.7	10.3			5.1	
LOS		C			C		D	B			A	
Approach Delay		28.7			21.3			24.5			5.1	
Approach LOS		C			C			C			A	
Queue Length 50th (ft)		182			131		52	1			0	
Queue Length 95th (ft)		#593			#382		#168	56			2	

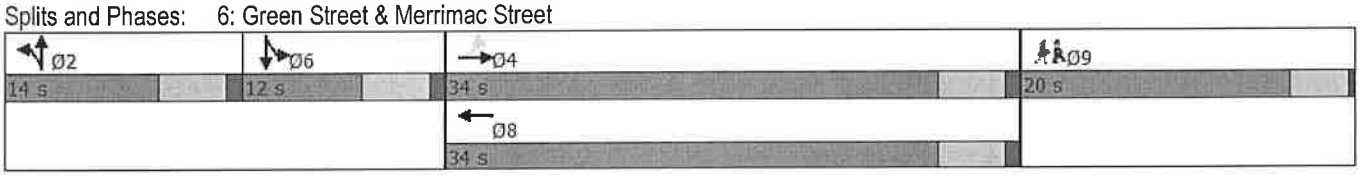
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	**20.0**
Total Split (s)	20.0
Total Split (%)	**25%**
Maximum Green (s)	16.0
Yellow Time (s)	**3.5**
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	**3.0**
Recall Mode	None
Walk Time (s)	**5.0**
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	**25**
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1			595			48			135	
Turn Bay Length (ft)												
Base Capacity (vph)		873			890		292	404			345	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.81			0.65		0.55	0.43			0.29	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 24.0 Intersection LOS: C
Intersection Capacity Utilization 71.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Green Street & Merrimac Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	616	0	0	466	18	146	4	152	20	0	54
Future Volume (vph)	19	616	0	0	466	18	146	4	152	20	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	12	12	12	12	12
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frt		1.00			1.00		1.00	0.85			0.90	
Flt Protected		1.00			1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1834			1828		1805	1622			1654	
Flt Permitted		0.98			1.00		0.95	1.00			0.99	
Satd. Flow (perm)		1796			1828		1805	1622			1654	
Peak-hour factor, PHF	0.90	0.90	0.90	0.84	0.84	0.84	0.90	0.90	0.90	0.74	0.74	0.74
Adj. Flow (vph)	21	684	0	0	555	21	162	4	169	27	0	73
RTOR Reduction (vph)	0	0	0	0	2	0	0	144	0	0	92	0
Lane Group Flow (vph)	0	705	0	0	574	0	162	29	0	0	8	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		30.3			30.3		8.9	8.9			4.4	
Effective Green, g (s)		31.3			31.3		9.9	9.9			5.4	
Actuated g/C Ratio		0.46			0.46		0.15	0.15			0.08	
Clearance Time (s)		5.0			5.0		5.0	5.0			5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		829			843		263	236			131	
v/s Ratio Prot					0.31		c0.09	0.02			c0.00	
v/s Ratio Perm		c0.39										
v/c Ratio		0.85			0.68		0.62	0.12			0.06	
Uniform Delay, d1		16.2			14.3		27.2	25.2			28.9	
Progression Factor		1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2		8.3			2.3		4.2	0.2			0.2	
Delay (s)		24.5			16.6		31.4	25.4			29.1	
Level of Service		C			B		C	C			C	
Approach Delay (s)		24.5			16.6			28.3			29.1	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	17.0
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	582	0	0	416	37	111	21	169	59	0	45
Future Volume (vph)	64	582	0	0	416	37	111	21	169	59	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1811	0	0	1800	0	1770	1633	0	0	1740	0
Flt Permitted		0.875					0.950				0.972	
Satd. Flow (perm)	0	1593	0	0	1800	0	1770	1633	0	0	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6			206			120	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		340			675			128			145	
Travel Time (s)		7.7			15.3			2.9			3.3	
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.82	0.82	0.82	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	760	0	0	487	0	135	232	0	0	118	0
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Detector Phase	4	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0		21.0	21.0	
Total Split (s)	54.0	54.0			54.0		14.0	14.0		12.0	12.0	
Total Split (%)	54.0%	54.0%			54.0%		14.0%	14.0%		12.0%	12.0%	
Maximum Green (s)	49.0	49.0			49.0		9.0	9.0		7.0	7.0	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		50.7			50.7		10.0	10.0			7.1	
Actuated g/C Ratio		0.56			0.56		0.11	0.11			0.08	
v/c Ratio		0.86			0.48		0.70	0.64			0.48	
Control Delay		31.8			16.2		61.9	17.8			15.3	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		31.8			16.2		61.9	17.8			15.3	
LOS		C			B		E	B			B	
Approach Delay		31.8			16.2			34.0			15.3	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)		429			194		84	15			0	
Queue Length 95th (ft)		#639			297		#155	67			49	

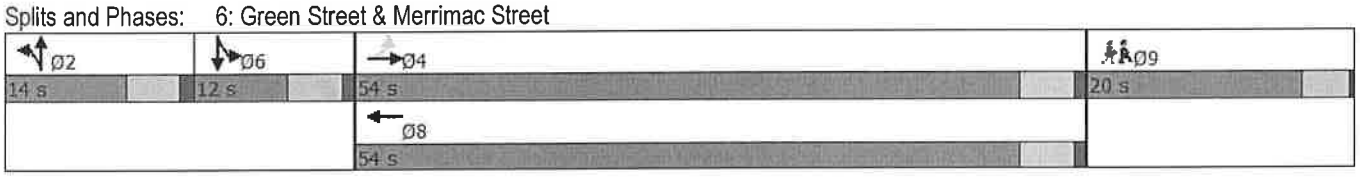
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	20%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	30
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		260			595			48			65	
Turn Bay Length (ft)												
Base Capacity (vph)		888			1006		197	364			264	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.86			0.48		0.69	0.64			0.45	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 90.9
Natural Cycle: 135
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 26.7 Intersection LOS: C
Intersection Capacity Utilization 89.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Green Street & Merrimac Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	582	0	0	416	37	111	21	169	59	0	45
Future Volume (vph)	64	582	0	0	416	37	111	21	169	59	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	12	12	12	12	12
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frt		1.00			0.99		1.00	0.87			0.94	
Flt Protected		1.00			1.00		0.95	1.00			0.97	
Satd. Flow (prot)		1811			1800		1770	1632			1740	
Flt Permitted		0.88			1.00		0.95	1.00			0.97	
Satd. Flow (perm)		1594			1800		1770	1632			1740	
Peak-hour factor, PHF	0.85	0.85	0.85	0.93	0.93	0.93	0.82	0.82	0.82	0.88	0.88	0.88
Adj. Flow (vph)	75	685	0	0	447	40	135	26	206	67	0	51
RTOR Reduction (vph)	0	0	0	0	3	0	0	184	0	0	109	0
Lane Group Flow (vph)	0	760	0	0	484	0	135	48	0	0	9	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	1%	0%	0%	0%
Turn Type	Perm	NA			NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		49.7			49.7		8.9	8.9			6.1	
Effective Green, g (s)		50.7			50.7		9.9	9.9			7.1	
Actuated g/C Ratio		0.55			0.55		0.11	0.11			0.08	
Clearance Time (s)		5.0			5.0		5.0	5.0			5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		873			986		189	174			133	
v/s Ratio Prot					0.27		c0.08	0.03			c0.01	
v/s Ratio Perm		c0.48										
v/c Ratio		0.87			0.49		0.71	0.28			0.07	
Uniform Delay, d1		18.1			12.9		39.9	38.0			39.6	
Progression Factor		1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2		9.4			0.4		12.1	0.9			0.2	
Delay (s)		27.5			13.3		52.0	38.9			39.8	
Level of Service		C			B		D	D			D	
Approach Delay (s)		27.5			13.3			43.7			39.8	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	92.5	Sum of lost time (s)	17.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

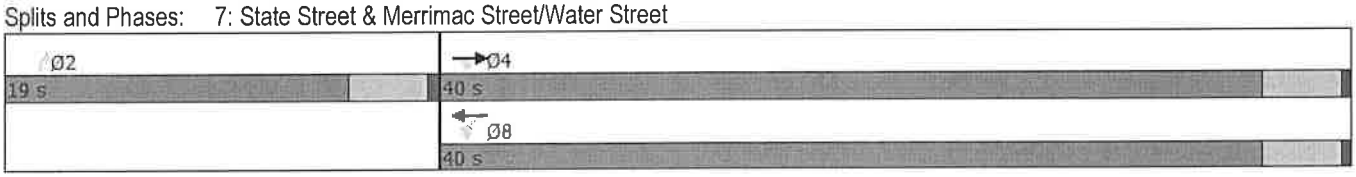
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	422	221	34	374	0	0
Future Volume (vph)	422	221	34	374	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Storage Length (ft)		275	75		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1796	1511	1680	1768	0	1796
Flt Permitted			0.370			
Satd. Flow (perm)	1796	1511	654	1768	0	1796
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		240				
Link Speed (mph)	30			30	30	
Link Distance (ft)	675			1108	167	
Travel Time (s)	15.3			25.2	3.8	
Peak Hour Factor	0.92	0.92	0.87	0.87	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	459	240	39	430	0	0
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Detector Phase	4	4	8	8		2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0		20.0
Total Split (s)	40.0	40.0	40.0	40.0		19.0
Total Split (%)	67.8%	67.8%	67.8%	67.8%		32.2%
Maximum Green (s)	36.0	36.0	36.0	36.0		15.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None		Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	16.7	16.7	16.7	16.7		
Actuated g/C Ratio	0.41	0.41	0.41	0.41		
v/c Ratio	0.63	0.32	0.15	0.60		
Control Delay	13.6	2.5	8.3	13.0		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	13.6	2.5	8.3	13.0		
LOS	B	A	A	B		
Approach Delay	9.8			12.6		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			B		
Queue Length 50th (ft)	77	0	5	71		
Queue Length 95th (ft)	137	24	17	121		
Internal Link Dist (ft)	595			1028	87	
Turn Bay Length (ft)		275	75			
Base Capacity (vph)	1575	1354	573	1550		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.29	0.18	0.07	0.28		

Intersection Summary

Area Type: Other
Cycle Length: 59
Actuated Cycle Length: 41.2
Natural Cycle: 40
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 31.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: State Street & Merrimac Street/Water Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	422	221	34	374	0	0
Future Volume (vph)	422	221	34	374	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1796	1511	1680	1768		
Flt Permitted	1.00	1.00	0.37	1.00		
Satd. Flow (perm)	1796	1511	654	1768		
Peak-hour factor, PHF	0.92	0.92	0.87	0.87	0.92	0.92
Adj. Flow (vph)	459	240	39	430	0	0
RTOR Reduction (vph)	0	142	0	0	0	0
Lane Group Flow (vph)	459	98	39	430	0	0
Heavy Vehicles (%)	0%	1%	1%	1%	0%	0%
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Actuated Green, G (s)	16.7	16.7	16.7	16.7		
Effective Green, g (s)	16.7	16.7	16.7	16.7		
Actuated g/C Ratio	0.41	0.41	0.41	0.41		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	731	615	266	720		
v/s Ratio Prot	c0.26			0.24		
v/s Ratio Perm		0.06	0.06			
v/c Ratio	0.63	0.16	0.15	0.60		
Uniform Delay, d1	9.7	7.7	7.7	9.5		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.7	0.1	0.3	1.3		
Delay (s)	11.4	7.8	7.9	10.9		
Level of Service	B	A	A	B		
Approach Delay (s)	10.2			10.6	0.0	
Approach LOS	B			B	A	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	41.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

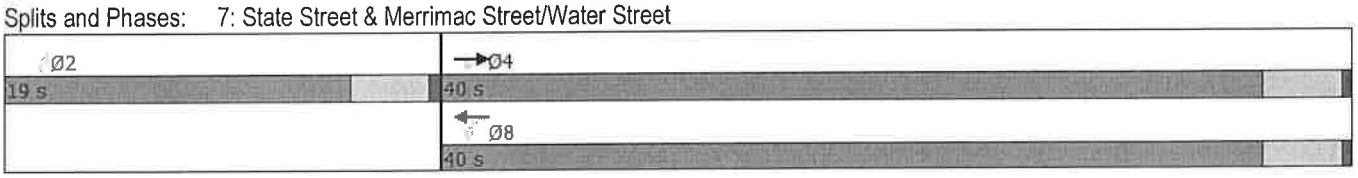
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	513	176	95	389	0	0
Future Volume (vph)	513	176	95	389	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Storage Length (ft)		275	75		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1778	1526	1680	1768	0	1796
Flt Permitted			0.294			
Satd. Flow (perm)	1778	1526	520	1768	0	1796
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		193				
Link Speed (mph)	30			30	30	
Link Distance (ft)	675			1108	167	
Travel Time (s)	15.3			25.2	3.8	
Peak Hour Factor	0.91	0.91	0.98	0.98	0.92	0.92
Heavy Vehicles (%)	1%	0%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	564	193	97	397	0	0
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Detector Phase	4	4	8	8		2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0		20.0
Total Split (s)	40.0	40.0	40.0	40.0		19.0
Total Split (%)	67.8%	67.8%	67.8%	67.8%		32.2%
Maximum Green (s)	36.0	36.0	36.0	36.0		15.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None		Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	20.4	20.4	20.4	20.4		
Actuated g/C Ratio	0.45	0.45	0.45	0.45		
v/c Ratio	0.70	0.24	0.41	0.50		
Control Delay	14.5	2.0	13.3	10.4		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	14.5	2.0	13.3	10.4		
LOS	B	A	B	B		
Approach Delay	11.3			11.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B		
Queue Length 50th (ft)	104	0	15	64		
Queue Length 95th (ft)	177	20	42	111		
Internal Link Dist (ft)	595			1028	87	
Turn Bay Length (ft)		275	75			
Base Capacity (vph)	1453	1282	425	1445		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.39	0.15	0.23	0.27		

Intersection Summary

Area Type: Other
Cycle Length: 59
Actuated Cycle Length: 45.1
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.2 Intersection LOS: B
Intersection Capacity Utilization 38.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: State Street & Merrimac Street/Water Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	513	176	95	389	0	0
Future Volume (vph)	513	176	95	389	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1778	1526	1680	1768		
Flt Permitted	1.00	1.00	0.29	1.00		
Satd. Flow (perm)	1778	1526	520	1768		
Peak-hour factor, PHF	0.91	0.91	0.98	0.98	0.92	0.92
Adj. Flow (vph)	564	193	97	397	0	0
RTOR Reduction (vph)	0	105	0	0	0	0
Lane Group Flow (vph)	564	88	97	397	0	0
Heavy Vehicles (%)	1%	0%	1%	1%	0%	0%
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Actuated Green, G (s)	20.4	20.4	20.4	20.4		
Effective Green, g (s)	20.4	20.4	20.4	20.4		
Actuated g/C Ratio	0.46	0.46	0.46	0.46		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	809	694	236	805		
v/s Ratio Prot	c0.32			0.22		
v/s Ratio Perm		0.06	0.19			
v/c Ratio	0.70	0.13	0.41	0.49		
Uniform Delay, d1	9.7	7.1	8.2	8.6		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.6	0.1	1.2	0.5		
Delay (s)	12.4	7.1	9.3	9.0		
Level of Service	B	A	A	A		
Approach Delay (s)	11.0			9.1	0.0	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	44.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

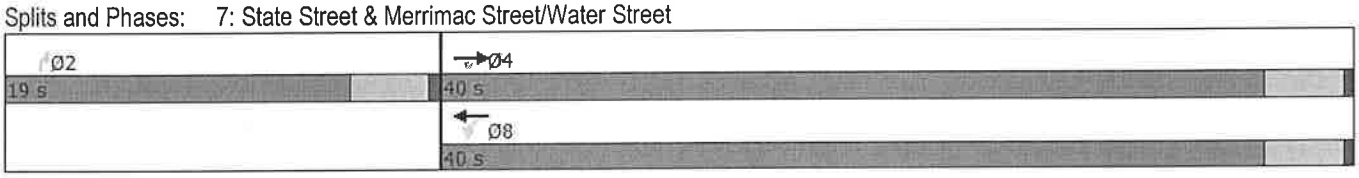
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	522	301	109	455	0	0
Future Volume (vph)	522	301	109	455	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Storage Length (ft)		275	75		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1778	1511	1680	1768	0	1796
Flt Permitted			0.279			
Satd. Flow (perm)	1778	1511	493	1768	0	1796
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		350				
Link Speed (mph)	30			30	30	
Link Distance (ft)	675			1108	167	
Travel Time (s)	15.3			25.2	3.8	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	607	350	122	511	0	0
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Detector Phase	4	4	8	8		2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0		20.0
Total Split (s)	40.0	40.0	40.0	40.0		19.0
Total Split (%)	67.8%	67.8%	67.8%	67.8%		32.2%
Maximum Green (s)	36.0	36.0	36.0	36.0		15.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None		Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	23.4	23.4	23.4	23.4		
Actuated g/C Ratio	0.49	0.49	0.49	0.49		
v/c Ratio	0.70	0.38	0.51	0.59		
Control Delay	13.9	2.1	16.0	11.4		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	13.9	2.1	16.0	11.4		
LOS	B	A	B	B		
Approach Delay	9.6			12.3		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			B		
Queue Length 50th (ft)	115	0	20	90		
Queue Length 95th (ft)	179	22	56	149		
Internal Link Dist (ft)	595			1028	87	
Turn Bay Length (ft)		275	75			
Base Capacity (vph)	1367	1243	379	1360		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.44	0.28	0.32	0.38		

Intersection Summary

Area Type: Other
Cycle Length: 59
Actuated Cycle Length: 48.1
Natural Cycle: 50
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 40.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: State Street & Merrimac Street/Water Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Volume (vph)	522	301	109	455	0	0
Future Volume (vph)	522	301	109	455	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	11%			12%	11%	
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00	1.00	1.00		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1778	1511	1680	1768		
Flt Permitted	1.00	1.00	0.28	1.00		
Satd. Flow (perm)	1778	1511	493	1768		
Peak-hour factor, PHF	0.86	0.86	0.89	0.89	0.92	0.92
Adj. Flow (vph)	607	350	122	511	0	0
RTOR Reduction (vph)	0	179	0	0	0	0
Lane Group Flow (vph)	607	171	122	511	0	0
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	NA	Perm	Perm	NA		Perm
Protected Phases	4			8		
Permitted Phases		4	8			2
Actuated Green, G (s)	23.4	23.4	23.4	23.4		
Effective Green, g (s)	23.4	23.4	23.4	23.4		
Actuated g/C Ratio	0.49	0.49	0.49	0.49		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	870	739	241	865		
v/s Ratio Prot	c0.34			0.29		
v/s Ratio Perm		0.11	0.25			
v/c Ratio	0.70	0.23	0.51	0.59		
Uniform Delay, d1	9.5	7.0	8.3	8.8		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.5	0.2	1.7	1.1		
Delay (s)	11.9	7.2	10.0	9.8		
Level of Service	B	A	A	A		
Approach Delay (s)	10.2			9.9	0.0	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	47.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

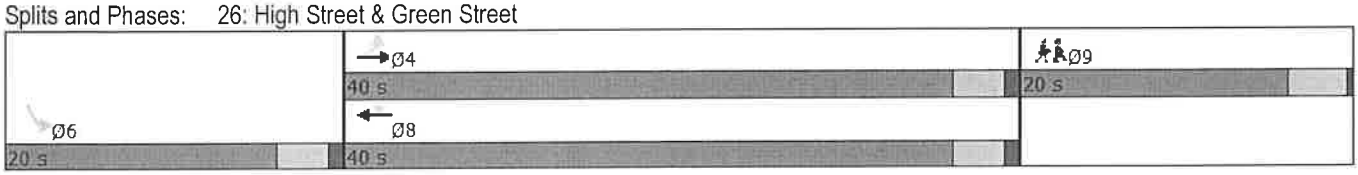
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	182	336	467	126	53	72	
Future Volume (vph)	182	336	467	126	53	72	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	12	12	
Storage Length (ft)	100			100	0	0	
Storage Lanes	1			1	1	0	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1668	1801	1818	1546	1683	0	
Flt Permitted	0.351				0.979		
Satd. Flow (perm)	616	1801	1818	1546	1683	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				110	76		
Link Speed (mph)		30	30		30		
Link Distance (ft)		760	697		492		
Travel Time (s)		17.3	15.8		11.2		
Peak Hour Factor	0.87	0.87	0.84	0.84	0.92	0.92	
Heavy Vehicles (%)	1%	2%	1%	1%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	209	386	556	150	136	0	
Turn Type	Perm	NA	NA	Perm	Perm		
Protected Phases		4	8				9
Permitted Phases	4			8	6		
Detector Phase	4	4	8	8	6		
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0
Total Split (s)	40.0	40.0	40.0	40.0	20.0		20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	25.0%		25%
Maximum Green (s)	36.0	36.0	36.0	36.0	16.0		16.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	None		Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		30
Act Effct Green (s)	36.9	36.9	36.9	36.9	8.2		
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.13		
v/c Ratio	0.59	0.37	0.53	0.16	0.48		
Control Delay	22.8	11.3	13.5	4.3	20.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	22.8	11.3	13.5	4.3	20.6		
LOS	C	B	B	A	C		
Approach Delay		15.3	11.6		20.6		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Approach LOS		B	B		C		
Queue Length 50th (ft)	42	65	106	5	21		
Queue Length 95th (ft)	#182	181	269	35	73		
Internal Link Dist (ft)		680	617		412		
Turn Bay Length (ft)	100			100			
Base Capacity (vph)	354	1036	1046	936	486		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.59	0.37	0.53	0.16	0.28		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 52.0% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: High Street & Green Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	182	336	467	126	53	72
Future Volume (vph)	182	336	467	126	53	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	11	11	11	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.92	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1668	1801	1818	1546	1683	
Flt Permitted	0.35	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	616	1801	1818	1546	1683	
Peak-hour factor, PHF	0.87	0.87	0.84	0.84	0.92	0.92
Adj. Flow (vph)	209	386	556	150	58	78
RTOR Reduction (vph)	0	0	0	47	68	0
Lane Group Flow (vph)	209	386	556	103	68	0
Heavy Vehicles (%)	1%	2%	1%	1%	2%	2%
Turn Type	Perm	NA	NA	Perm	Perm	
Protected Phases		4	8			
Permitted Phases	4			8	6	
Actuated Green, G (s)	36.9	36.9	36.9	36.9	6.8	
Effective Green, g (s)	36.9	36.9	36.9	36.9	6.8	
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.10	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	350	1023	1033	879	176	
v/s Ratio Prot		0.21	0.31			
v/s Ratio Perm	c0.34			0.07	c0.04	
v/c Ratio	0.60	0.38	0.54	0.12	0.39	
Uniform Delay, d1	9.1	7.7	8.7	6.5	27.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.7	0.2	0.5	0.1	1.4	
Delay (s)	11.9	7.9	9.2	6.5	28.5	
Level of Service	B	A	A	A	C	
Approach Delay (s)		9.3	8.7		28.5	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	64.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

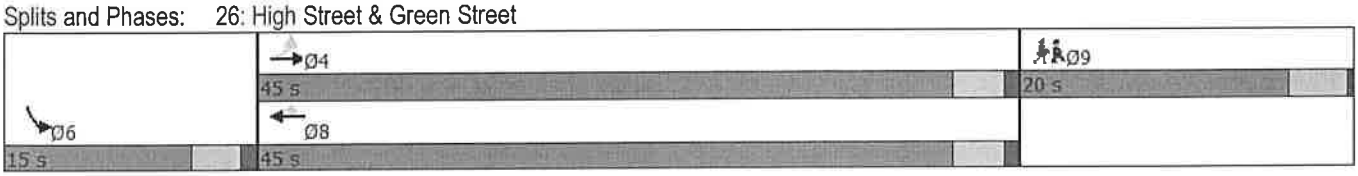
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	184	412	641	116	58	84	
Future Volume (vph)	184	412	641	116	58	84	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	12	12	
Storage Length (ft)	100			100	0	0	
Storage Lanes	1			1	1	0	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1685	1818	1837	1561	1679	0	
Flt Permitted	0.270				0.980		
Satd. Flow (perm)	479	1818	1837	1561	1679	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				84	75		
Link Speed (mph)		30	30		30		
Link Distance (ft)		760	697		492		
Travel Time (s)		17.3	15.8		11.2		
Peak Hour Factor	0.97	0.97	0.96	0.96	0.92	0.92	
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	190	425	668	121	154	0	
Turn Type	Perm	NA	NA	Perm	Prot		
Protected Phases		4	8		6		9
Permitted Phases	4			8			
Detector Phase	4	4	8	8	6		
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	15.0		19.0
Total Split (s)	45.0	45.0	45.0	45.0	15.0		20.0
Total Split (%)	56.3%	56.3%	56.3%	56.3%	18.8%		25%
Maximum Green (s)	41.0	41.0	41.0	41.0	11.0		16.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	None		Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		30
Act Effct Green (s)	39.5	39.5	39.5	39.5	8.4		
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.12		
v/c Ratio	0.70	0.41	0.64	0.13	0.57		
Control Delay	31.1	11.3	15.2	4.3	26.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.1	11.3	15.2	4.3	26.2		
LOS	C	B	B	A	C		
Approach Delay		17.4	13.6		26.2		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Approach LOS		B	B		C		
Queue Length 50th (ft)	44	77	147	5	30		
Queue Length 95th (ft)	#196	199	369	34	93		
Internal Link Dist (ft)		680	617		412		
Turn Bay Length (ft)	100			100			
Base Capacity (vph)	288	1094	1106	973	334		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.66	0.39	0.60	0.12	0.46		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 69.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 62.3% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: High Street & Green Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	184	412	641	116	58	84
Future Volume (vph)	184	412	641	116	58	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	11	11	11	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.92	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1685	1818	1837	1561	1680	
Flt Permitted	0.27	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	479	1818	1837	1561	1680	
Peak-hour factor, PHF	0.97	0.97	0.96	0.96	0.92	0.92
Adj. Flow (vph)	190	425	668	121	63	91
RTOR Reduction (vph)	0	0	0	36	66	0
Lane Group Flow (vph)	190	425	668	85	88	0
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		4	8		6	
Permitted Phases	4			8		
Actuated Green, G (s)	39.5	39.5	39.5	39.5	8.4	
Effective Green, g (s)	39.5	39.5	39.5	39.5	8.4	
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.12	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	273	1037	1048	891	203	
v/s Ratio Prot		0.23	0.36		c0.05	
v/s Ratio Perm	c0.40			0.05		
v/c Ratio	0.70	0.41	0.64	0.10	0.43	
Uniform Delay, d1	10.6	8.3	10.0	6.7	28.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.5	0.3	1.3	0.0	1.5	
Delay (s)	18.1	8.6	11.3	6.8	29.7	
Level of Service	B	A	B	A	C	
Approach Delay (s)		11.5	10.6		29.7	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	69.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

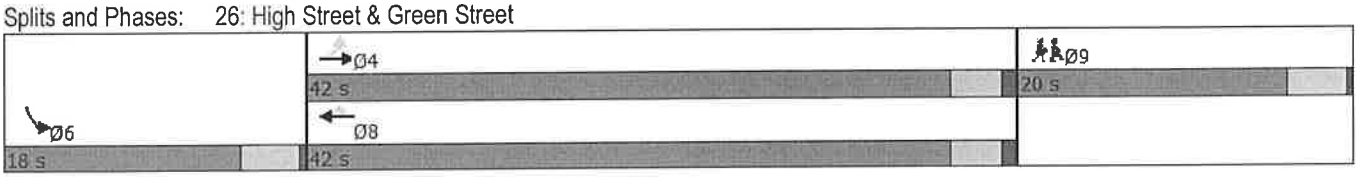
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	160	399	607	132	86	126	
Future Volume (vph)	160	399	607	132	86	126	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	11	12	12	
Storage Length (ft)	100			100	0	0	
Storage Lanes	1			1	1	0	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1668	1818	1818	1561	1679	0	
Flt Permitted	0.252				0.980		
Satd. Flow (perm)	442	1818	1818	1561	1679	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				93	80		
Link Speed (mph)		30	30		30		
Link Distance (ft)		760	697		492		
Travel Time (s)		17.3	15.8		11.2		
Peak Hour Factor	0.89	0.89	0.91	0.91	0.92	0.92	
Heavy Vehicles (%)	1%	1%	1%	0%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	180	448	667	145	230	0	
Turn Type	Perm	NA	NA	Perm	Prot		
Protected Phases		4	8		6		9
Permitted Phases	4			8			
Detector Phase	4	4	8	8	6		
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		19.0
Total Split (s)	42.0	42.0	42.0	42.0	18.0		20.0
Total Split (%)	52.5%	52.5%	52.5%	52.5%	22.5%		25%
Maximum Green (s)	38.0	38.0	38.0	38.0	14.0		16.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.5		3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	None		Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		30
Act Effct Green (s)	38.5	38.5	38.5	38.5	10.8		
Actuated g/C Ratio	0.54	0.54	0.54	0.54	0.15		
v/c Ratio	0.75	0.45	0.67	0.16	0.71		
Control Delay	39.9	13.4	18.1	5.2	31.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	39.9	13.4	18.1	5.2	31.7		
LOS	D	B	B	A	C		
Approach Delay		21.0	15.8		31.7		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø9
Approach LOS		C	B		C		
Queue Length 50th (ft)	49	95	169	9	57		
Queue Length 95th (ft)	#198	228	406	44	142		
Internal Link Dist (ft)		680	617		412		
Turn Bay Length (ft)	100			100			
Base Capacity (vph)	240	989	989	891	400		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.75	0.45	0.67	0.16	0.57		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 70.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 19.9 Intersection LOS: B
Intersection Capacity Utilization 63.3% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: High Street & Green Street



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	399	607	132	86	126
Future Volume (vph)	160	399	607	132	86	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	11	11	11	12	12
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.92	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1668	1818	1818	1561	1679	
Flt Permitted	0.25	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	443	1818	1818	1561	1679	
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.92	0.92
Adj. Flow (vph)	180	448	667	145	93	137
RTOR Reduction (vph)	0	0	0	42	68	0
Lane Group Flow (vph)	180	448	667	103	162	0
Heavy Vehicles (%)	1%	1%	1%	0%	2%	2%
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		4	8		6	
Permitted Phases	4			8		
Actuated Green, G (s)	38.5	38.5	38.5	38.5	10.8	
Effective Green, g (s)	38.5	38.5	38.5	38.5	10.8	
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.15	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	241	991	991	851	256	
v/s Ratio Prot		0.25	0.37		c0.10	
v/s Ratio Perm	c0.41			0.07		
v/c Ratio	0.75	0.45	0.67	0.12	0.63	
Uniform Delay, d1	12.3	9.7	11.5	7.8	28.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.9	0.3	1.8	0.1	5.1	
Delay (s)	24.2	10.0	13.3	7.9	33.1	
Level of Service	C	B	B	A	C	
Approach Delay (s)		14.1	12.4		33.1	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	70.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	347	54	41	401	0	101	0	123	27	68	157
Future Volume (vph)	0	347	54	41	401	0	101	0	123	27	68	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	12	12	12	12	16	12	15
Storage Length (ft)	0		75	75		0	100		0	0		100
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1863	1370	1685	1818	0	1787	0	1599	2046	1900	1777
Flt Permitted				0.336			0.950			0.950		
Satd. Flow (perm)	0	1863	1370	596	1818	0	1787	0	1599	2046	1900	1777
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			1153			239			654	
Travel Time (s)		15.8			26.2			5.4			14.9	
Peak Hour Factor	0.85	0.85	0.85	0.76	0.76	0.76	0.78	0.78	0.78	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	10%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	64	54	528	0	129	0	158	30	76	174
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Minimum Split (s)		21.0	21.0	21.0	21.0		16.0		16.0	21.0	21.0	21.0
Total Split (s)		30.0	30.0	30.0	30.0		16.0		16.0	21.0	21.0	21.0
Total Split (%)		34.5%	34.5%	34.5%	34.5%		18.4%		18.4%	24.1%	24.1%	24.1%
Maximum Green (s)		25.0	25.0	25.0	25.0		11.0		11.0	16.0	16.0	16.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		None		None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		26.1	26.1	26.1	26.1		11.5		11.5	12.9	12.9	12.9
Actuated g/C Ratio		0.38	0.38	0.38	0.38		0.17		0.17	0.19	0.19	0.19
v/c Ratio		0.58	0.12	0.24	0.77		0.44		0.60	0.08	0.22	0.53
Control Delay		25.2	20.0	24.0	33.0		35.5		42.0	27.4	28.7	34.4
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		25.2	20.0	24.0	33.0		35.5		42.0	27.4	28.7	34.4
LOS		C	B	C	C		D		D	C	C	C
Approach Delay		24.5			32.2			39.1			32.1	

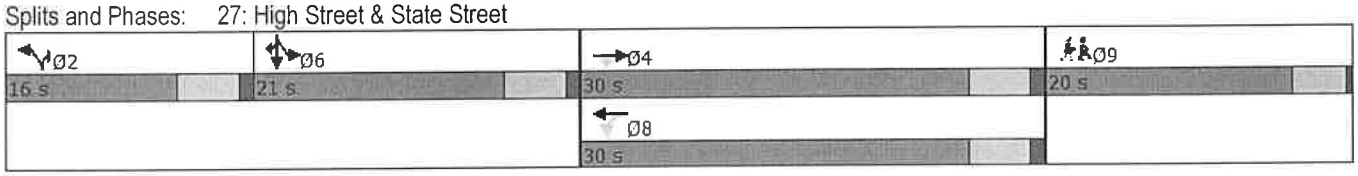
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	23%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		110	14	13	157		43		54	9	24	59
Queue Length 95th (ft)		282	54	46	#363		104		#135	37	73	150
Internal Link Dist (ft)		617			1073			159			574	
Turn Bay Length (ft)			75	75			100					100
Base Capacity (vph)		729	536	233	712		323		289	523	486	455
Starvation Cap Reductn		0	0	0	0		0		0	0	0	0
Spillback Cap Reductn		0	0	0	0		0		0	0	0	0
Storage Cap Reductn		0	0	0	0		0		0	0	0	0
Reduced v/c Ratio		0.56	0.12	0.23	0.74		0.40		0.55	0.06	0.16	0.38

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 69.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 31.1 Intersection LOS: C
Intersection Capacity Utilization 46.4% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: High Street & State Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	347	54	41	401	0	101	0	123	27	68	157
Future Volume (vph)	0	347	54	41	401	0	101	0	123	27	68	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	11	12	12	12	12	16	12	15
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1863	1370	1685	1818		1787		1599	2046	1900	1776
Flt Permitted		1.00	1.00	0.34	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (perm)		1863	1370	595	1818		1787		1599	2046	1900	1776
Peak-hour factor, PHF	0.85	0.85	0.85	0.76	0.76	0.76	0.78	0.78	0.78	0.90	0.90	0.90
Adj. Flow (vph)	0	408	64	54	528	0	129	0	158	30	76	174
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	408	64	54	528	0	129	0	158	30	76	174
Heavy Vehicles (%)	0%	2%	10%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Actuated Green, G (s)		25.0	25.0	25.0	25.0		10.5		10.5	11.8	11.8	11.8
Effective Green, g (s)		26.0	26.0	26.0	26.0		11.5		11.5	12.8	12.8	12.8
Actuated g/C Ratio		0.36	0.36	0.36	0.36		0.16		0.16	0.18	0.18	0.18
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		678	498	216	662		287		257	366	340	318
v/s Ratio Prot		0.22			c0.29		0.07		c0.10	0.01	0.04	c0.10
v/s Ratio Perm			0.05	0.09								
v/c Ratio		0.60	0.13	0.25	0.80		0.45		0.61	0.08	0.22	0.55
Uniform Delay, d1		18.5	15.1	15.9	20.3		27.1		27.9	24.4	25.1	26.7
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		1.5	0.1	0.6	6.6		1.1		4.3	0.1	0.3	1.9
Delay (s)		20.0	15.3	16.5	27.0		28.2		32.2	24.5	25.4	28.6
Level of Service		B	B	B	C		C		C	C	C	C
Approach Delay (s)		19.4			26.0			30.4			27.3	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	71.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	537	36	36	407	0	130	0	208	57	96	213
Future Volume (vph)	0	537	36	36	407	0	130	0	208	57	96	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	12	12	12	12	16	12	15
Storage Length (ft)	0		75	75		0	100		0	0		100
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	1507	1636	1837	0	1805	0	1615	2046	1900	1759
Flt Permitted				0.151			0.950			0.950		
Satd. Flow (perm)	0	1881	1507	260	1837	0	1805	0	1615	2046	1900	1759
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			1153			239			654	
Travel Time (s)		15.8			26.2			5.4			14.9	
Peak Hour Factor	0.95	0.95	0.95	0.82	0.82	0.82	0.73	0.73	0.73	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	565	38	44	496	0	178	0	285	66	112	248
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Minimum Split (s)		21.0	21.0	21.0	21.0		16.0		16.0	21.0	21.0	21.0
Total Split (s)		30.0	30.0	30.0	30.0		18.0		18.0	19.0	19.0	19.0
Total Split (%)		34.5%	34.5%	34.5%	34.5%		20.7%		20.7%	21.8%	21.8%	21.8%
Maximum Green (s)		25.0	25.0	25.0	25.0		13.0		13.0	14.0	14.0	14.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		None		None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		26.5	26.5	26.5	26.5		14.3		14.3	14.5	14.5	14.5
Actuated g/C Ratio		0.36	0.36	0.36	0.36		0.19		0.19	0.20	0.20	0.20
v/c Ratio		0.84	0.07	0.48	0.76		0.51		0.92	0.17	0.30	0.73
Control Delay		38.8	20.2	45.1	33.2		35.7		69.6	29.1	30.8	44.4
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		38.8	20.2	45.1	33.2		35.7		69.6	29.1	30.8	44.4
LOS		D	C	D	C		D		E	C	C	D
Approach Delay		37.6			34.2			56.5			38.5	

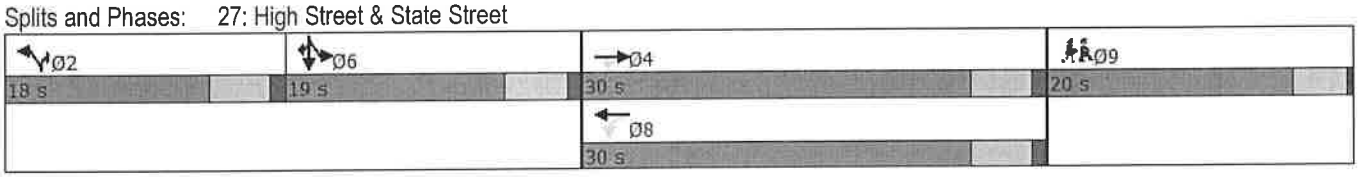
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	23%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			E			D	
Queue Length 50th (ft)		196	10	13	165		64		113	22	38	92
Queue Length 95th (ft)		#524	38	#63	#375		125		#241	64	98	#237
Internal Link Dist (ft)		617			1073			159			574	
Turn Bay Length (ft)			75	75			100					100
Base Capacity (vph)		671	537	92	655		346		309	421	391	362
Starvation Cap Reductn		0	0	0	0		0		0	0	0	0
Spillback Cap Reductn		0	0	0	0		0		0	0	0	0
Storage Cap Reductn		0	0	0	0		0		0	0	0	0
Reduced v/c Ratio		0.84	0.07	0.48	0.76		0.51		0.92	0.16	0.29	0.69

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 74.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 41.2 Intersection LOS: D
Intersection Capacity Utilization 54.5% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: High Street & State Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	537	36	36	407	0	130	0	208	57	96	213
Future Volume (vph)	0	537	36	36	407	0	130	0	208	57	96	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	11	12	12	12	12	16	12	15
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1881	1507	1636	1837		1805		1615	2046	1900	1759
Flt Permitted		1.00	1.00	0.15	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (perm)		1881	1507	260	1837		1805		1615	2046	1900	1759
Peak-hour factor, PHF	0.95	0.95	0.95	0.82	0.82	0.82	0.73	0.73	0.73	0.86	0.86	0.86
Adj. Flow (vph)	0	565	38	44	496	0	178	0	285	66	112	248
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	565	38	44	496	0	178	0	285	66	112	248
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%	1%
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Actuated Green, G (s)		25.5	25.5	25.5	25.5		13.2		13.2	13.4	13.4	13.4
Effective Green, g (s)		26.5	26.5	26.5	26.5		14.2		14.2	14.4	14.4	14.4
Actuated g/C Ratio		0.35	0.35	0.35	0.35		0.19		0.19	0.19	0.19	0.19
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		650	521	89	635		334		299	384	357	330
v/s Ratio Prot		c0.30			0.27		0.10		c0.18	0.03	0.06	c0.14
v/s Ratio Perm			0.03	0.17								
v/c Ratio		0.87	0.07	0.49	0.78		0.53		0.95	0.17	0.31	0.75
Uniform Delay, d1		23.4	16.8	19.8	22.5		28.2		30.9	26.1	26.8	29.4
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		11.9	0.1	4.3	6.2		1.6		39.3	0.2	0.5	9.3
Delay (s)		35.3	16.9	24.0	28.7		29.8		70.2	26.3	27.3	38.7
Level of Service		D	B	C	C		C		E	C	C	D
Approach Delay (s)		34.2			28.3			54.7			33.8	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	76.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	539	64	30	491	0	108	0	130	57	92	218
Future Volume (vph)	0	539	64	30	491	0	108	0	130	57	92	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	12	12	12	12	16	12	15
Storage Length (ft)	0		75	75		0	100		0	0		100
Storage Lanes	0		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1881	1507	1620	1837	0	1805	0	1599	2046	1900	1742
Flt Permitted				0.149			0.950			0.950		
Satd. Flow (perm)	0	1881	1507	254	1837	0	1805	0	1599	2046	1900	1742
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			1153			239			654	
Travel Time (s)		15.8			26.2			5.4			14.9	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.78	0.78	0.78	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	592	70	36	585	0	138	0	167	59	96	227
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Detector Phase		4	4	8	8		2		2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Minimum Split (s)		21.0	21.0	21.0	21.0		16.0		16.0	21.0	21.0	21.0
Total Split (s)		30.0	30.0	30.0	30.0		16.0		16.0	21.0	21.0	21.0
Total Split (%)		34.5%	34.5%	34.5%	34.5%		18.4%		18.4%	24.1%	24.1%	24.1%
Maximum Green (s)		25.0	25.0	25.0	25.0		11.0		11.0	16.0	16.0	16.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None		None		None	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0		0	0	0	0
Act Effct Green (s)		26.8	26.8	26.8	26.8		11.7		11.7	14.2	14.2	14.2
Actuated g/C Ratio		0.37	0.37	0.37	0.37		0.16		0.16	0.20	0.20	0.20
v/c Ratio		0.84	0.12	0.38	0.85		0.47		0.64	0.15	0.26	0.66
Control Delay		37.8	20.1	37.9	39.0		36.5		44.6	27.6	28.9	38.8
Queue Delay		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay		37.8	20.1	37.9	39.0		36.5		44.6	27.6	28.9	38.8
LOS		D	C	D	D		D		D	C	C	D
Approach Delay		35.9			39.0			40.9			34.5	

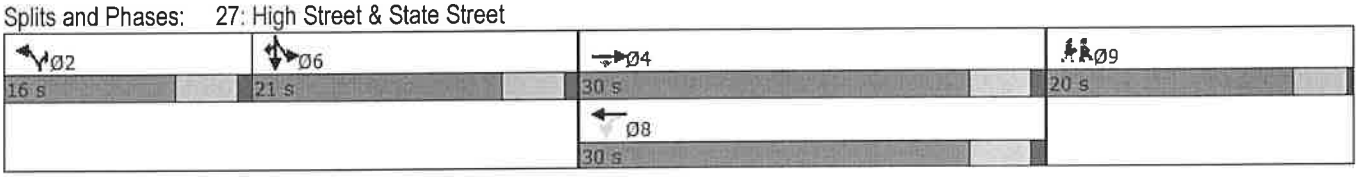
Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	23%
Maximum Green (s)	16.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	20
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			D			D			C	
Queue Length 50th (ft)		196	17	10	194		48		60	19	31	80
Queue Length 95th (ft)		#557	60	#52	#498		110		#146	60	88	#197
Internal Link Dist (ft)		617			1073			159			574	
Turn Bay Length (ft)			75	75			100					100
Base Capacity (vph)		703	563	94	686		311		275	500	464	425
Starvation Cap Reductn		0	0	0	0		0		0	0	0	0
Spillback Cap Reductn		0	0	0	0		0		0	0	0	0
Storage Cap Reductn		0	0	0	0		0		0	0	0	0
Reduced v/c Ratio		0.84	0.12	0.38	0.85		0.44		0.61	0.12	0.21	0.53

Intersection Summary

Area Type: Other
Cycle Length: 87
Actuated Cycle Length: 71.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 37.4 Intersection LOS: D
Intersection Capacity Utilization 55.3% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: High Street & State Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑		↰		↱	↰	↑	↱
Traffic Volume (vph)	0	539	64	30	491	0	108	0	130	57	92	218
Future Volume (vph)	0	539	64	30	491	0	108	0	130	57	92	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	11	12	12	12	12	16	12	15
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)		1881	1507	1620	1837		1805		1599	2046	1900	1742
Flt Permitted		1.00	1.00	0.15	1.00		0.95		1.00	0.95	1.00	1.00
Satd. Flow (perm)		1881	1507	254	1837		1805		1599	2046	1900	1742
Peak-hour factor, PHF	0.91	0.91	0.91	0.84	0.84	0.84	0.78	0.78	0.78	0.96	0.96	0.96
Adj. Flow (vph)	0	592	70	36	585	0	138	0	167	59	96	227
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	592	70	36	585	0	138	0	167	59	96	227
Heavy Vehicles (%)	0%	1%	0%	4%	0%	0%	0%	0%	1%	0%	0%	2%
Turn Type		NA	Perm	Perm	NA		Prot		Prot	Split	NA	custom
Protected Phases		4			8		2		2	6	6	6
Permitted Phases			4	8			2		2			6
Actuated Green, G (s)		25.8	25.8	25.8	25.8		10.7		10.7	13.2	13.2	13.2
Effective Green, g (s)		26.8	26.8	26.8	26.8		11.7		11.7	14.2	14.2	14.2
Actuated g/C Ratio		0.36	0.36	0.36	0.36		0.16		0.16	0.19	0.19	0.19
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		681	545	91	665		285		252	392	364	334
v/s Ratio Prot		0.31			c0.32		0.08		c0.10	0.03	0.05	c0.13
v/s Ratio Perm			0.05	0.14								
v/c Ratio		0.87	0.13	0.40	0.88		0.48		0.66	0.15	0.26	0.68
Uniform Delay, d1		22.0	15.8	17.6	22.1		28.4		29.3	24.9	25.5	27.8
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		11.4	0.1	2.8	12.7		1.3		6.4	0.2	0.4	5.4
Delay (s)		33.4	15.9	20.4	34.8		29.7		35.7	25.1	25.8	33.2
Level of Service		C	B	C	C		C		D	C	C	C
Approach Delay (s)		31.5			34.0			33.0			30.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	3	599	21	33	426	3	27	0	31	3	2	1
Future Volume (vph)	3	599	21	33	426	3	27	0	31	3	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1869	0	0	2081	0	0	1952	0	0	2066	0
Flt Permitted					0.996			0.977			0.976	
Satd. Flow (perm)	0	1869	0	0	2081	0	0	1952	0	0	2066	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		280			1813			1760			275	
Travel Time (s)		6.4			41.2			40.0			6.3	
Peak Hour Factor	0.81	0.81	0.81	0.98	0.98	0.98	0.77	0.77	0.77	0.75	0.75	0.75
Heavy Vehicles (%)	0%	1%	5%	3%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	770	0	0	472	0	0	75	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 57.4% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	599	21	33	426	3	27	0	31	3	2	1
Future Vol, veh/h	3	599	21	33	426	3	27	0	31	3	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	98	98	98	77	77	77	75	75	75
Heavy Vehicles, %	0	1	5	3	3	0	0	0	0	0	0	0
Mvmt Flow	4	740	26	34	435	3	35	0	40	4	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	766	0	0	1268	1267	753	1286	1279	437
Stage 1	-	-	-	-	-	-	761	761	-	505	505	-
Stage 2	-	-	-	-	-	-	507	506	-	781	774	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.227	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1133	-	-	843	-	-	147	170	413	143	167	624
Stage 1	-	-	-	-	-	-	401	417	-	553	544	-
Stage 2	-	-	-	-	-	-	552	543	-	391	411	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1133	-	-	843	-	-	138	160	413	123	157	624
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	160	-	123	157	-
Stage 1	-	-	-	-	-	-	399	414	-	550	515	-
Stage 2	-	-	-	-	-	-	519	514	-	351	409	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	30.7	29.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	1133	-	-	843	-	-	155
HCM Lane V/C Ratio	0.352	0.003	-	-	0.04	-	-	0.052
HCM Control Delay (s)	30.7	8.2	0	-	9.4	0	-	29.5
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	717	59	40	548	8	34	8	67	3	0	4
Future Volume (vph)	5	717	59	40	548	8	34	8	67	3	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1881	0	0	2143	0	0	1943	0	0	1950	0
Flt Permitted					0.997			0.984			0.978	
Satd. Flow (perm)	0	1881	0	0	2143	0	0	1943	0	0	1950	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		280			1813			1760			275	
Travel Time (s)		6.4			41.2			40.0			6.3	
Peak Hour Factor	0.95	0.95	0.95	0.82	0.82	0.82	0.86	0.86	0.86	0.35	0.35	0.35
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	822	0	0	727	0	0	127	0	0	20	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	717	59	40	548	8	34	8	67	3	0	4
Future Vol, veh/h	5	717	59	40	548	8	34	8	67	3	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	82	82	82	86	86	86	35	35	35
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	755	62	49	668	10	40	9	78	9	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	678	0	0	817	0	0	1573	1572	786	1611	1598	673
Stage 1	-	-	-	-	-	-	796	796	-	771	771	-
Stage 2	-	-	-	-	-	-	777	776	-	840	827	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	923	-	-	820	-	-	90	111	395	85	107	459
Stage 1	-	-	-	-	-	-	383	402	-	396	413	-
Stage 2	-	-	-	-	-	-	393	410	-	363	389	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	923	-	-	820	-	-	81	99	395	58	96	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	99	-	58	96	-
Stage 1	-	-	-	-	-	-	379	398	-	392	373	-
Stage 2	-	-	-	-	-	-	346	371	-	282	385	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	78.2	42.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	163	923	-	-	820	-	-	116
HCM Lane V/C Ratio	0.778	0.006	-	-	0.059	-	-	0.172
HCM Control Delay (s)	78.2	8.9	0	-	9.7	0	-	42.4
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	5	0	-	-	0.2	-	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	543	30	39	514	5	30	7	47	4	0	7
Future Volume (vph)	6	543	30	39	514	5	30	7	47	4	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1867	0	0	2125	0	0	1956	0	0	1937	0
Flt Permitted		0.999			0.997			0.983			0.982	
Satd. Flow (perm)	0	1867	0	0	2125	0	0	1956	0	0	1937	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		280			1813			1760			275	
Travel Time (s)		6.4			41.2			40.0			6.3	
Peak Hour Factor	0.97	0.97	0.97	0.89	0.89	0.89	0.78	0.78	0.78	0.69	0.69	0.69
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	597	0	0	628	0	0	107	0	0	16	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 65.3% ICU Level of Service C
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	543	30	39	514	5	30	7	47	4	0	7
Future Vol, veh/h	6	543	30	39	514	5	30	7	47	4	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	78	78	78	69	69	69
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	560	31	44	578	6	38	9	60	6	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	591	0	0	1262	1260	576	1291	1272	581
Stage 1	-	-	-	-	-	-	588	588	-	669	669	-
Stage 2	-	-	-	-	-	-	674	672	-	622	603	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1001	-	-	995	-	-	148	172	521	142	169	517
Stage 1	-	-	-	-	-	-	499	499	-	450	459	-
Stage 2	-	-	-	-	-	-	448	458	-	478	492	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1001	-	-	995	-	-	137	159	521	113	157	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	159	-	113	157	-
Stage 1	-	-	-	-	-	-	495	495	-	446	429	-
Stage 2	-	-	-	-	-	-	411	428	-	411	488	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	32.1	22.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	1001	-	-	995	-	-	225
HCM Lane V/C Ratio	0.452	0.006	-	-	0.044	-	-	0.071
HCM Control Delay (s)	32.1	8.6	0	-	8.8	0	-	22.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.2	0	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰					↰	↱	
Traffic Volume (vph)	0	561	117	91	360	0	0	0	0	194	49	67
Future Volume (vph)	0	561	117	91	360	0	0	0	0	194	49	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	12	12	11	11	12
Satd. Flow (prot)	0	1780	0	0	2058	0	0	0	0	1728	1559	0
Flt Permitted					0.990					0.950		
Satd. Flow (perm)	0	1780	0	0	2058	0	0	0	0	1728	1559	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1813			143			340			345	
Travel Time (s)		41.2			3.3			7.7			7.8	
Peak Hour Factor	0.81	0.81	0.81	0.77	0.77	0.77	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	6%	3%	2%	0%	0%	0%	1%	11%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	837	0	0	586	0	0	0	0	204	123	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 81.4% ICU Level of Service D
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	56.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↦			↤					↰	↦	
Traffic Vol, veh/h	0	561	117	91	360	0	0	0	0	194	49	67
Future Vol, veh/h	0	561	117	91	360	0	0	0	0	194	49	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	77	77	77	92	92	92	95	95	95
Heavy Vehicles, %	0	1	0	6	3	2	0	0	0	1	11	5
Mvmt Flow	0	693	144	118	468	0	0	0	0	204	52	71

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	837	0	0	1469	1541	468
Stage 1	-	-	-	-	-	-	704	704	-
Stage 2	-	-	-	-	-	-	765	837	-
Critical Hdwy	-	-	-	4.16	-	-	6.41	6.61	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.41	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.41	5.61	-
Follow-up Hdwy	-	-	-	2.254	-	-	3.509	4.099	3.345
Pot Cap-1 Maneuver	0	-	-	780	-	0	~ 141	110	589
Stage 1	0	-	-	-	-	0	492	426	-
Stage 2	0	-	-	-	-	0	461	370	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	780	-	-	~ 112	0	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 112	0	-
Stage 1	-	-	-	-	-	-	392	0	-
Stage 2	-	-	-	-	-	-	461	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.1	298.1
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	780	-	112	589
HCM Lane V/C Ratio	-	-	0.152	-	1.823	0.207
HCM Control Delay (s)	-	-	10.4	0$	468.7	12.7
HCM Lane LOS	-	-	B	A	F	B
HCM 95th %tile Q(veh)	-	-	0.5	-	16.2	0.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	628	67	119	485	0	0	0	0	207	37	120
Future Volume (vph)	0	628	67	119	485	0	0	0	0	207	37	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	12	12	11	11	12
Satd. Flow (prot)	0	1813	0	0	2094	0	0	0	0	1745	1627	0
Flt Permitted					0.990					0.950		
Satd. Flow (perm)	0	1813	0	0	2094	0	0	0	0	1745	1627	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1813			143			340			345	
Travel Time (s)		41.2			3.3			7.7			7.8	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	756	0	0	671	0	0	0	0	238	181	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	92

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰					↰	↱	
Traffic Vol, veh/h	0	628	67	119	485	0	0	0	0	207	37	120
Future Vol, veh/h	0	628	67	119	485	0	0	0	0	207	37	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	92	92	92	87	87	87
Heavy Vehicles, %	0	0	0	1	2	0	0	0	0	0	0	0
Mvmt Flow	0	683	73	132	539	0	0	0	0	238	43	138

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	756	0	0	1523	1559	539
Stage 1	-	-	-	-	-	-	803	803	-
Stage 2	-	-	-	-	-	-	720	756	-
Critical Hdwy	-	-	-	4.11	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	-	-	-	2.209	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	859	-	0	~ 131	113	546
Stage 1	0	-	-	-	-	0	444	399	-
Stage 2	0	-	-	-	-	0	486	419	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	859	-	-	~ 102	0	546
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 102	0	-
Stage 1	-	-	-	-	-	-	347	0	-
Stage 2	-	-	-	-	-	-	486	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2	$ 402.5
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	859	-	102	546
HCM Lane V/C Ratio	-	-	0.154	-	2.333	0.331
HCM Control Delay (s)	-	-	10	0$	696.5	14.8
HCM Lane LOS	-	-	A	A	F	B
HCM 95th %tile Q(veh)	-	-	0.5	-	21.2	1.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	683	102	108	412	0	0	0	0	196	64	147
Future Volume (vph)	0	683	102	108	412	0	0	0	0	196	64	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	12	12	11	11	12
Satd. Flow (prot)	0	1804	0	0	2102	0	0	0	0	1728	1631	0
Flt Permitted					0.990					0.950		
Satd. Flow (perm)	0	1804	0	0	2102	0	0	0	0	1728	1631	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1813			143			340			345	
Travel Time (s)		41.2			3.3			7.7			7.8	
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	1%	0%	0%	0%	0%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	836	0	0	598	0	0	0	0	209	224	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 92.2%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	62.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰					↰	↱	
Traffic Vol, veh/h	0	683	102	108	412	0	0	0	0	196	64	147
Future Vol, veh/h	0	683	102	108	412	0	0	0	0	196	64	147
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	87	87	87	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	1	0	0	0	0	1	3	0
Mvmt Flow	0	727	109	124	474	0	0	0	0	209	68	156

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	836	0	0	1504	1558	474
Stage 1	-	-	-	-	-	-	722	722	-
Stage 2	-	-	-	-	-	-	782	836	-
Critical Hdwy	-	-	-	4.13	-	-	6.41	6.53	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.41	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.41	5.53	-
Follow-up Hdwy	-	-	-	2.227	-	-	3.509	4.027	3.3
Pot Cap-1 Maneuver	0	-	-	793	-	0	~ 134	112	595
Stage 1	0	-	-	-	-	0	483	430	-
Stage 2	0	-	-	-	-	0	453	381	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	793	-	-	~ 106	0	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 106	0	-
Stage 1	-	-	-	-	-	-	381	0	-
Stage 2	-	-	-	-	-	-	453	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.2	265.2
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	793	-	106	595
HCM Lane V/C Ratio	-	-	0.157	-	1.967	0.377
HCM Control Delay (s)	-	-	10.4	0$	534.8	14.7
HCM Lane LOS	-	-	B	A	F	B
HCM 95th %tile Q(veh)	-	-	0.6	-	17.3	1.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	697	0	0	391	163	50	56	121	0	0	0
Future Volume (vph)	58	697	0	0	391	163	50	56	121	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	16	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1728	1900	0	0	2053	0	1770	1900	1760	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1728	1900	0	0	2053	0	1770	1900	1760	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		143			135			442			335	
Travel Time (s)		3.3			3.1			10.0			7.6	
Peak Hour Factor	0.77	0.77	0.77	0.85	0.85	0.85	0.82	0.82	0.82	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	1%	0%	2%	0%	4%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	905	0	0	652	0	61	68	148	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	697	0	0	391	163	50	56	121	0	0	0
Future Vol, veh/h	58	697	0	0	391	163	50	56	121	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	85	85	85	82	82	82	92	92	92
Heavy Vehicles, %	1	0	0	0	1	0	2	0	4	0	0	0
Mvmt Flow	75	905	0	0	460	192	61	68	148	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	652	0	-	-	-	0	1611	1707	905
Stage 1	-	-	-	-	-	-	1055	1055	-
Stage 2	-	-	-	-	-	-	556	652	-
Critical Hdwy	4.11	-	-	-	-	-	6.42	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.5	-
Follow-up Hdwy	2.209	-	-	-	-	-	3.518	4	3.336
Pot Cap-1 Maneuver	939	-	0	0	-	-	115	92	332
Stage 1	-	-	0	0	-	-	335	305	-
Stage 2	-	-	0	0	-	-	574	467	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	939	-	-	-	-	-	106	0	332
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	0	-
Stage 1	-	-	-	-	-	-	308	0	-
Stage 2	-	-	-	-	-	-	574	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	106	-	332	939	-	-	-
HCM Lane V/C Ratio	0.575	-	0.444	0.08	-	-	-
HCM Control Delay (s)	77.3	-	24.2	9.2	-	-	-
HCM Lane LOS	F	-	C	A	-	-	-
HCM 95th %tile Q(veh)	2.7	-	2.2	0.3	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	699	0	0	555	228	49	108	142	0	0	0
Future Volume (vph)	136	699	0	0	555	228	49	108	142	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	16	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1900	0	0	2069	0	1805	1845	1711	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1745	1900	0	0	2069	0	1805	1845	1711	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		143			135			442			335	
Travel Time (s)		3.3			3.1			10.0			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	7%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	785	0	0	944	0	51	113	148	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑			↱		↰	↑	↱			
Traffic Vol, veh/h	136	699	0	0	555	228	49	108	142	0	0	0
Future Vol, veh/h	136	699	0	0	555	228	49	108	142	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	96	96	96	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	7	0	0	0
Mvmt Flow	153	785	0	0	669	275	51	113	148	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	944	0	-	-	-	0	1898	2035	785
Stage 1	-	-	-	-	-	-	1091	1091	-
Stage 2	-	-	-	-	-	-	807	944	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.53	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.53	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.027	3.363
Pot Cap-1 Maneuver	735	-	0	0	-	-	77	~ 57	385
Stage 1	-	-	0	0	-	-	325	290	-
Stage 2	-	-	0	0	-	-	442	340	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	735	-	-	-	-	-	61	0	385
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	257	0	-
Stage 2	-	-	-	-	-	-	442	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.8	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	61	-	385	735	-	-	-
HCM Lane V/C Ratio	0.837	-	0.384	0.208	-	-	-
HCM Control Delay (s)	180.8	-	20.1	11.2	-	-	-
HCM Lane LOS	F	-	C	B	-	-	-
HCM 95th %tile Q(veh)	3.8	-	1.8	0.8	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	762	0	0	471	220	49	104	176	0	0	0
Future Volume (vph)	117	762	0	0	471	220	49	104	176	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	16	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1900	0	0	2061	0	1805	1845	1711	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1745	1900	0	0	2061	0	1805	1845	1711	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		143			135			442			335	
Travel Time (s)		3.3			3.1			10.0			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.83	0.83	0.83	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	7%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	856	0	0	832	0	51	108	183	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

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	117	762	0	0	471	220	49	104	176	0	0	0
Future Vol, veh/h	117	762	0	0	471	220	49	104	176	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	96	96	96	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	7	0	0	0
Mvmt Flow	131	856	0	0	567	265	51	108	183	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	832	0	-	-	-	0	1818	1950	856
Stage 1	-	-	-	-	-	-	1118	1118	-
Stage 2	-	-	-	-	-	-	700	832	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.53	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.53	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.027	3.363
Pot Cap-1 Maneuver	809	-	0	0	-	-	87	~ 64	350
Stage 1	-	-	0	0	-	-	315	281	-
Stage 2	-	-	0	0	-	-	496	383	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	809	-	-	-	-	-	73	0	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	0	-
Stage 1	-	-	-	-	-	-	264	0	-
Stage 2	-	-	-	-	-	-	496	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.4	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBT	WBR
Capacity (veh/h)	73	-	350	809	-	-	-
HCM Lane V/C Ratio	0.699	-	0.524	0.162	-	-	-
HCM Control Delay (s)	128.4	-	26.1	10.3	-	-	-
HCM Lane LOS	F	-	D	B	-	-	-
HCM 95th %tile Q(veh)	3.2	-	2.9	0.6	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	33	750	34	9	492	2	15	3	23	2	0	56
Future Volume (vph)	33	750	34	9	492	2	15	3	23	2	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	9	12
Satd. Flow (prot)	0	2117	0	0	2110	0	0	1952	0	0	1485	0
Flt Permitted		0.998			0.999			0.982			0.998	
Satd. Flow (perm)	0	2117	0	0	2110	0	0	1952	0	0	1485	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			392			212			305	
Travel Time (s)		3.1			8.9			4.8			6.9	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.68	0.68	0.68	0.69	0.69	0.69
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1089	0	0	599	0	0	60	0	0	84	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 75.1% ICU Level of Service D
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	750	34	9	492	2	15	3	23	2	0	56
Future Vol, veh/h	33	750	34	9	492	2	15	3	23	2	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	84	84	84	68	68	68	69	69	69
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	44	1000	45	11	586	2	22	4	34	3	0	81

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	1045	0	0	1761	1721	1023	1739	1742	587
Stage 1	-	-	-	-	-	-	1111	1111	-	609	609	-
Stage 2	-	-	-	-	-	-	650	610	-	1130	1133	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	997	-	-	673	-	-	67	90	289	69	88	513
Stage 1	-	-	-	-	-	-	256	287	-	486	488	-
Stage 2	-	-	-	-	-	-	461	488	-	250	280	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	673	-	-	51	78	289	53	77	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	78	-	53	77	-
Stage 1	-	-	-	-	-	-	229	256	-	434	476	-
Stage 2	-	-	-	-	-	-	379	476	-	194	250	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	86.5	16.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	997	-	-	673	-	-	395
HCM Lane V/C Ratio	0.609	0.044	-	-	0.016	-	-	0.213
HCM Control Delay (s)	86.5	8.8	0	-	10.4	0	-	16.6
HCM Lane LOS	F	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	2.9	0.1	-	-	0	-	-	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	105	713	19	9	701	4	23	4	20	8	3	58
Future Volume (vph)	105	713	19	9	701	4	23	4	20	8	3	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	9	12
Satd. Flow (prot)	0	2134	0	0	2149	0	0	1980	0	0	1506	0
Flt Permitted		0.994			0.999			0.976			0.994	
Satd. Flow (perm)	0	2134	0	0	2149	0	0	1980	0	0	1506	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			392			212			305	
Travel Time (s)		3.1			8.9			4.8			6.9	
Peak Hour Factor	0.95	0.95	0.95	0.79	0.79	0.79	0.69	0.69	0.69	0.72	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	882	0	0	903	0	0	68	0	0	96	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 100.1% ICU Level of Service G
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	17.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	105	713	19	9	701	4	23	4	20	8	3	58
Future Vol, veh/h	105	713	19	9	701	4	23	4	20	8	3	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	79	79	79	69	69	69	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	111	751	20	11	887	5	33	6	29	11	4	81

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	892	0	0	771	0	0	1937	1897	761	1913	1905	890
Stage 1	-	-	-	-	-	-	983	983	-	912	912	-
Stage 2	-	-	-	-	-	-	954	914	-	1001	993	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	769	-	-	853	-	-	50	70	409	52	69	345
Stage 1	-	-	-	-	-	-	302	329	-	331	355	-
Stage 2	-	-	-	-	-	-	313	355	-	295	326	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	769	-	-	853	-	-	~ 28	51	409	35	50	345
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 28	51	-	35	50	-
Stage 1	-	-	-	-	-	-	226	246	-	247	346	-
Stage 2	-	-	-	-	-	-	231	346	-	200	244	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	$ 383.9	63.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	50	769	-	-	853	-	-	151
HCM Lane V/C Ratio	1.362	0.144	-	-	0.013	-	-	0.635
HCM Control Delay (s)	$ 383.9	10.5	0	-	9.3	0	-	63.1
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	6.3	0.5	-	-	0	-	-	3.5

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	126	789	18	9	588	8	30	8	23	7	2	72
Future Volume (vph)	126	789	18	9	588	8	30	8	23	7	2	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	9	12
Satd. Flow (prot)	0	2129	0	0	2147	0	0	1994	0	0	1497	0
Flt Permitted		0.994			0.999			0.976			0.996	
Satd. Flow (perm)	0	2129	0	0	2147	0	0	1994	0	0	1497	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			392			212			305	
Travel Time (s)		3.1			8.9			4.8			6.9	
Peak Hour Factor	1.00	0.91	0.91	0.89	0.89	0.89	0.79	0.79	0.79	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1013	0	0	680	0	0	77	0	0	97	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 101.7%		ICU Level of Service G	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	126	789	18	9	588	8	30	8	23	7	2	72
Future Vol, veh/h	126	789	18	9	588	8	30	8	23	7	2	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	91	91	89	89	89	79	79	79	83	83	83
Heavy Vehicles, %	2	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	126	867	20	10	661	9	38	10	29	8	2	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	670	0	0	887	0	0	1859	1819	877	1835	1825	666
Stage 1	-	-	-	-	-	-	1129	1129	-	686	686	-
Stage 2	-	-	-	-	-	-	730	690	-	1149	1139	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.218	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	920	-	-	772	-	-	57	79	351	59	78	463
Stage 1	-	-	-	-	-	-	250	281	-	441	451	-
Stage 2	-	-	-	-	-	-	417	449	-	244	278	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	920	-	-	772	-	-	~ 35	56	351	37	56	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 35	56	-	37	56	-
Stage 1	-	-	-	-	-	-	182	205	-	321	442	-
Stage 2	-	-	-	-	-	-	330	440	-	155	203	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	$ 359.8	35.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	57	920	-	-	772	-	-	213
HCM Lane V/C Ratio	1.355	0.137	-	-	0.013	-	-	0.458
HCM Control Delay (s)	$ 359.8	9.5	0	-	9.7	0	-	35.4
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	6.8	0.5	-	-	0	-	-	2.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	620	140	28	449	23	23
Future Volume (vph)	620	140	28	449	23	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12
Satd. Flow (prot)	1715	0	0	1752	1728	0
Flt Permitted				0.997	0.976	
Satd. Flow (perm)	1715	0	0	1752	1728	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			340	178	
Travel Time (s)	8.9			7.7	4.0	
Peak Hour Factor	0.81	0.81	0.89	0.89	0.72	0.72
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	938	0	0	535	64	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.6%		**ICU Level of Service B**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰	↱	
Traffic Vol, veh/h	620	140	28	449	23	23
Future Vol, veh/h	620	140	28	449	23	23
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	81	81	89	89	72	72
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	765	173	31	504	32	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	938	0	1418	852
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	566	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	739	-	152	362
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	739	-	143	362
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	30.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	739	-
HCM Lane V/C Ratio	0.312	-	-	0.043	-
HCM Control Delay (s)	30.3	-	-	10.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	604	123	30	640	44	40
Future Volume (vph)	604	123	30	640	44	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12
Satd. Flow (prot)	1733	0	0	1770	1732	0
Flt Permitted				0.998	0.974	
Satd. Flow (perm)	1733	0	0	1770	1732	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			340	178	
Travel Time (s)	8.9			7.7	4.0	
Peak Hour Factor	0.94	0.94	0.85	0.85	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	774	0	0	788	103	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	604	123	30	640	44	40
Future Vol, veh/h	604	123	30	640	44	40
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	94	94	85	85	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	643	131	35	753	54	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	774	0	1532	709
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	823	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	851	-	130	438
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	435	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	851	-	121	438
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	435	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	46.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	185	-	-	851	-
HCM Lane V/C Ratio	0.561	-	-	0.041	-
HCM Control Delay (s)	46.8	-	-	9.4	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	3	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	602	157	20	528	49	26
Future Volume (vph)	602	157	20	528	49	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12
Satd. Flow (prot)	1724	0	0	1770	1755	0
Flt Permitted				0.998	0.969	
Satd. Flow (perm)	1724	0	0	1770	1755	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	392			340	178	
Travel Time (s)	8.9			7.7	4.0	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	816	0	0	596	94	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 55.0% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	602	157	20	528	49	26
Future Vol, veh/h	602	157	20	528	49	26
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	93	93	92	92	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	647	169	22	574	61	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	816	0	1350	732
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	618	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	820	-	168	424
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	820	-	161	424
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	36.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	820	-
HCM Lane V/C Ratio	0.457	-	-	0.027	-
HCM Control Delay (s)	36.6	-	-	9.5	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	317	10	3	367	1	61	2	23	1	0	3
Future Volume (vph)	5	317	10	3	367	1	61	2	23	1	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			12%			0%			0%	
Satd. Flow (prot)	0	2080	0	0	1769	0	0	1769	0	0	1688	0
Flt Permitted		0.999						0.966			0.988	
Satd. Flow (perm)	0	2080	0	0	1769	0	0	1769	0	0	1688	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1108			857			186			248	
Travel Time (s)		25.2			19.5			4.2			5.6	
Peak Hour Factor	0.79	0.79	0.79	0.82	0.82	0.82	0.89	0.89	0.89	0.50	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	420	0	0	453	0	0	97	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	317	10	3	367	1	61	2	23	1	0	3
Future Vol, veh/h	5	317	10	3	367	1	61	2	23	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	12	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	82	82	82	89	89	89	50	50	50
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	401	13	4	448	1	69	2	26	2	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	414	0	0	880	877	408	891	883	449
Stage 1	-	-	-	-	-	-	420	420	-	457	457	-
Stage 2	-	-	-	-	-	-	460	457	-	434	426	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1122	-	-	1156	-	-	270	289	648	265	287	614
Stage 1	-	-	-	-	-	-	615	593	-	587	571	-
Stage 2	-	-	-	-	-	-	585	571	-	604	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1122	-	-	1156	-	-	265	286	648	251	284	614
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	286	-	251	284	-
Stage 1	-	-	-	-	-	-	611	589	-	583	568	-
Stage 2	-	-	-	-	-	-	576	568	-	574	585	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	21.4	13.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	1122	-	-	1156	-	-	451
HCM Lane V/C Ratio	0.307	0.006	-	-	0.003	-	-	0.018
HCM Control Delay (s)	21.4	8.2	0	-	8.1	0	-	13.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	391	27	4	448	3	53	2	32	3	0	9
Future Volume (vph)	11	391	27	4	448	3	53	2	32	3	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			**12%**			**0%**			**0%**	
Satd. Flow (prot)	0	2071	0	0	1767	0	0	1753	0	0	1688	0
Flt Permitted		0.999						0.971			0.988	
Satd. Flow (perm)	0	2071	0	0	1767	0	0	1753	0	0	1688	0
Link Speed (mph)		30			30			**30**			**30**	
Link Distance (ft)		1108			857			186			248	
Travel Time (s)		25.2			19.5			**4.2**			**5.6**	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.79	0.79	0.79	0.60	0.60	0.60
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	**0%**	**0%**	**0%**	**0%**	**0%**	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	452	0	0	489	0	0	111	0	0	20	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	391	27	4	448	3	53	2	32	3	0	9
Future Vol, veh/h	11	391	27	4	448	3	53	2	32	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	12	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	93	93	93	79	79	79	60	60	60
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	12	412	28	4	482	3	67	3	41	5	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	485	0	0	440	0	0	949	943	426	964	956	484
Stage 1	-	-	-	-	-	-	450	450	-	492	492	-
Stage 2	-	-	-	-	-	-	499	493	-	472	464	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1088	-	-	1131	-	-	242	265	633	237	260	587
Stage 1	-	-	-	-	-	-	592	575	-	562	551	-
Stage 2	-	-	-	-	-	-	557	550	-	576	567	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1088	-	-	1131	-	-	232	260	633	217	255	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	232	260	-	217	255	-
Stage 1	-	-	-	-	-	-	583	566	-	554	548	-
Stage 2	-	-	-	-	-	-	540	547	-	529	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	23.5	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	1088	-	-	1131	-	-	412
HCM Lane V/C Ratio	0.363	0.011	-	-	0.004	-	-	0.049
HCM Control Delay (s)	23.5	8.3	0	-	8.2	0	-	14.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	9	380	13	7	498	2	60	0	33	0	0	8
Future Volume (vph)	9	380	13	7	498	2	60	0	33	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			12%			0%			0%	
Satd. Flow (prot)	0	2080	0	0	1767	0	0	1753	0	0	1644	0
Flt Permitted		0.999			0.999			0.969				
Satd. Flow (perm)	0	2080	0	0	1767	0	0	1753	0	0	1644	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1108			857			186			248	
Travel Time (s)		25.2			19.5			4.2			5.6	
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.73	0.73	0.73	0.67	0.67	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	410	0	0	545	0	0	127	0	0	12	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	380	13	7	498	2	60	0	33	0	0	8
Future Vol, veh/h	9	380	13	7	498	2	60	0	33	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	12	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	93	93	93	73	73	73	67	67	67
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	388	13	8	535	2	82	0	45	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	537	0	0	401	0	0	971	966	395	987	971	536
Stage 1	-	-	-	-	-	-	413	413	-	552	552	-
Stage 2	-	-	-	-	-	-	558	553	-	435	419	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1041	-	-	1169	-	-	234	257	659	228	255	549
Stage 1	-	-	-	-	-	-	620	597	-	522	518	-
Stage 2	-	-	-	-	-	-	518	518	-	604	593	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1041	-	-	1169	-	-	225	252	659	209	250	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	225	252	-	209	250	-
Stage 1	-	-	-	-	-	-	613	590	-	516	513	-
Stage 2	-	-	-	-	-	-	502	513	-	556	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	26.3	11.7
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	294	1041	-	-	1169	-	-	549
HCM Lane V/C Ratio	0.433	0.009	-	-	0.006	-	-	0.022
HCM Control Delay (s)	26.3	8.5	0	-	8.1	0	-	11.7
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.1	0	-	-	0	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	217	47	52	315	61	35
Future Volume (vph)	217	47	52	315	61	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	16	16	12
Grade (%)	0%			12%	0%	
Satd. Flow (prot)	1916	0	0	1987	1959	0
Flt Permitted				0.993	0.969	
Satd. Flow (perm)	1916	0	0	1987	1959	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	857			320	224	
Travel Time (s)	19.5			7.3	5.1	
Peak Hour Factor	0.80	0.80	0.84	0.84	0.73	0.73
Heavy Vehicles (%)	0%	0%	2%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	330	0	0	437	132	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	217	47	52	315	61	35
Future Vol, veh/h	217	47	52	315	61	35
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	-	-	12	0	-
Peak Hour Factor	80	80	84	84	73	73
Heavy Vehicles, %	0	0	2	1	2	0
Mvmt Flow	271	59	62	375	84	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	330	0	800	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	499	-
Critical Hdwy	-	-	4.12	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1229	-	354	743
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1229	-	331	743
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	-	-	1229	-
HCM Lane V/C Ratio	0.317	-	-	0.05	-
HCM Control Delay (s)	17.6	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	297	93	40	370	50	35
Future Volume (vph)	297	93	40	370	50	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	16	16	12
Grade (%)	0%			12%	0%	
Satd. Flow (prot)	1901	0	0	1996	1951	0
Flt Permitted				0.995	0.971	
Satd. Flow (perm)	1901	0	0	1996	1951	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	857			320	224	
Travel Time (s)	19.5			7.3	5.1	
Peak Hour Factor	0.91	0.91	0.96	0.96	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	428	0	0	427	107	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	297	93	40	370	50	35
Future Vol, veh/h	297	93	40	370	50	35
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	-	-	12	0	-
Peak Hour Factor	91	91	96	96	80	80
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	326	102	42	385	63	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	428	0	846	377
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	469	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1142	-	333	674
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1142	-	317	674
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	405	-	-	1142	-
HCM Lane V/C Ratio	0.262	-	-	0.036	-
HCM Control Delay (s)	17	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	**284**	**91**	**59**	**429**	**79**	**65**
Future Volume (vph)	284	91	59	429	79	65
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Lane Width (ft)	13	12	12	16	16	12
Grade (%)	**0%**			**12%**	**0%**	
Satd. Flow (prot)	1899	0	0	1994	1950	0
Flt Permitted				**0.994**	**0.973**	
Satd. Flow (perm)	1899	0	0	1994	1950	0
Link Speed (mph)	**30**			**30**	**30**	
Link Distance (ft)	857			320	224	
Travel Time (s)	**19.5**			7.3	5.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.80	0.80
Heavy Vehicles (%)	**0%**	**0%**	**0%**	**1%**	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	**421**	**0**	**0**	**548**	180	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	284	91	59	429	79	65
Future Vol, veh/h	284	91	59	429	79	65
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	-	-	12	0	-
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	0	0	0	1	0	2
Mvmt Flow	319	102	66	482	99	81

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	421	0	984	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1149	-	278	676
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1149	-	256	676
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	25
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	-	-	1149	-
HCM Lane V/C Ratio	0.506	-	-	0.058	-
HCM Control Delay (s)	25	-	-	8.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2.7	-	-	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	**101**	**0**	**0**	**0**	**0**	**255**
Future Volume (vph)	101	0	0	0	0	255
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Satd. Flow (prot)	1805	0	0	0	0	3574
Flt Permitted	**0.950**					
Satd. Flow (perm)	1805	0	0	0	0	3574
Link Speed (mph)	**30**		**30**			**30**
Link Distance (ft)	125		188			167
Travel Time (s)	**2.8**		**4.3**			**3.8**
Peak Hour Factor	0.94	0.94	0.92	0.92	0.85	0.85
Heavy Vehicles (%)	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**
Shared Lane Traffic (%)						
Lane Group Flow (vph)	**107**	**0**	**0**	**0**	**0**	**300**
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.3%	ICU Level of Service	A
Analysis Period (min)	**15**		

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	101	0	0	0	0	255
Future Vol, veh/h	101	0	0	0	0	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	92	92	85	85
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	107	0	0	0	0	300

Major/Minor	Minor1		Major2	
Conflicting Flow All	150	-	-	-
Stage 1	0	-	-	-
Stage 2	150	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	833	0	0	-
Stage 1	-	0	0	-
Stage 2	868	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	833	-	-	-
Mov Cap-2 Maneuver	833	-	-	-
Stage 1	-	-	-	-
Stage 2	868	-	-	-

Approach	WB	SB
HCM Control Delay, s	10	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	833	-
HCM Lane V/C Ratio	0.129	-
HCM Control Delay (s)	10	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.4	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	63	0	0	0	0	271
Future Volume (vph)	63	0	0	0	0	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1787	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1787	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	125		188			167
Travel Time (s)	2.8		4.3			3.8
Peak Hour Factor	0.83	0.83	0.92	0.92	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	0	0	319
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	63	0	0	0	0	271
Future Vol, veh/h	63	0	0	0	0	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	92	92	85	85
Heavy Vehicles, %	1	0	0	0	0	1
Mvmt Flow	76	0	0	0	0	319

Major/Minor	Minor1		Major2	
Conflicting Flow All	160	-	-	-
Stage 1	0	-	-	-
Stage 2	160	-	-	-
Critical Hdwy	6.82	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-
Follow-up Hdwy	3.51	-	-	-
Pot Cap-1 Maneuver	818	0	0	-
Stage 1	-	0	0	-
Stage 2	855	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	818	-	-	-
Mov Cap-2 Maneuver	818	-	-	-
Stage 1	-	-	-	-
Stage 2	855	-	-	-

Approach	WB	SB
HCM Control Delay, s	9.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	818	-
HCM Lane V/C Ratio	0.093	-
HCM Control Delay (s)	9.9	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.3	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	104	0	0	0	0	410
Future Volume (vph)	104	0	0	0	0	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1787	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1787	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	125		188			167
Travel Time (s)	2.8		4.3			3.8
Peak Hour Factor	0.68	0.68	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	153	0	0	0	0	436
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	104	0	0	0	0	410
Future Vol, veh/h	104	0	0	0	0	410
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	92	92	94	94
Heavy Vehicles, %	1	0	0	0	0	1
Mvmt Flow	153	0	0	0	0	436

Major/Minor	Minor1		Major2	
Conflicting Flow All	218	-	-	-
Stage 1	0	-	-	-
Stage 2	218	-	-	-
Critical Hdwy	6.82	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-
Follow-up Hdwy	3.51	-	-	-
Pot Cap-1 Maneuver	753	0	0	-
Stage 1	-	0	0	-
Stage 2	800	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	753	-	-	-
Mov Cap-2 Maneuver	753	-	-	-
Stage 1	-	-	-	-
Stage 2	800	-	-	-

Approach	WB	SB
HCM Control Delay, s	11	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	753	-
HCM Lane V/C Ratio	0.203	-
HCM Control Delay (s)	11	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.8	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	0	2	56	4	59	73	13	3	2	7
Future Volume (vph)	1	0	0	2	56	4	59	73	13	3	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1805	0	0	1883	0	0	1840	0	0	1740	0
Flt Permitted		0.950			0.999			0.980			0.987	
Satd. Flow (perm)	0	1805	0	0	1883	0	0	1840	0	0	1740	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		982			868			369			186	
Travel Time (s)		22.3			19.7			8.4			4.2	
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.69	0.69	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	69	0	0	165	0	0	15	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	2	56	4	59	73	13	3	2	7
Future Vol, veh/h	1	0	0	2	56	4	59	73	13	3	2	7
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	25	25	25	89	89	89	88	88	88	69	69	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	0	2	63	4	67	83	15	4	3	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	273	247	7	240	244	91	11	0	0	98	0	0
Stage 1	15	15	-	225	225	-	-	-	-	-	-	-
Stage 2	258	232	-	15	19	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	-	-	2.2	-	-
Pot Cap-1 Maneuver	684	659	1081	718	661	972	1621	-	-	1508	-	-
Stage 1	1010	887	-	782	721	-	-	-	-	-	-	-
Stage 2	751	716	-	1010	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	607	628	1081	692	630	972	1621	-	-	1508	-	-
Mov Cap-2 Maneuver	607	628	-	692	630	-	-	-	-	-	-	-
Stage 1	966	884	-	748	689	-	-	-	-	-	-	-
Stage 2	649	684	-	1007	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	11.2	3	2.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1621	-	-	607	647	1508	-	-
HCM Lane V/C Ratio	0.041	-	-	0.007	0.108	0.003	-	-
HCM Control Delay (s)	7.3	0	-	11	11.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	3	1	12	28	30	40	108	28	8	19	6
Future Volume (vph)	6	3	1	12	28	30	40	108	28	8	19	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1815	0	0	1775	0	0	1840	0	0	1830	0
Flt Permitted		0.970			0.992			0.989			0.988	
Satd. Flow (perm)	0	1815	0	0	1775	0	0	1840	0	0	1830	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		982			868			369			186	
Travel Time (s)		22.3			19.7			8.4			4.2	
Peak Hour Factor	0.55	0.55	0.55	0.79	0.79	0.79	0.80	0.80	0.80	0.48	0.48	0.48
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	88	0	0	220	0	0	70	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	3	1	12	28	30	40	108	28	8	19	6
Future Vol, veh/h	6	3	1	12	28	30	40	108	28	8	19	6
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	55	55	55	79	79	79	80	80	80	48	48	48
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	5	2	15	35	38	50	135	35	17	40	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	370	351	47	337	340	153	53	0	0	170	0	0
Stage 1	81	81	-	253	253	-	-	-	-	-	-	-
Stage 2	289	270	-	84	87	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	-	-	2.2	-	-
Pot Cap-1 Maneuver	590	577	1028	621	585	898	1566	-	-	1420	-	-
Stage 1	932	832	-	756	701	-	-	-	-	-	-	-
Stage 2	723	690	-	929	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	519	550	1028	593	558	898	1566	-	-	1420	-	-
Mov Cap-2 Maneuver	519	550	-	593	558	-	-	-	-	-	-	-
Stage 1	899	822	-	730	676	-	-	-	-	-	-	-
Stage 2	633	666	-	910	817	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11.1	1.7	1.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	556	674	1420	-	-
HCM Lane V/C Ratio	0.032	-	-	0.033	0.131	0.012	-	-
HCM Control Delay (s)	7.4	0	-	11.7	11.1	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	6	5	9	46	15	66	84	14	1	11	9
Future Volume (vph)	3	6	5	9	46	15	66	84	14	1	11	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1793	0	0	1832	0	0	1842	0	0	1784	0
Flt Permitted		0.990			0.994			0.980			0.998	
Satd. Flow (perm)	0	1793	0	0	1832	0	0	1842	0	0	1784	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		982			868			369			186	
Travel Time (s)		22.3			19.7			8.4			4.2	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.85	0.85	0.85	0.68	0.68	0.68
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	96	0	0	193	0	0	30	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	6	5	9	46	15	66	84	14	1	11	9
Future Vol, veh/h	3	6	5	9	46	15	66	84	14	1	11	9
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	69	69	69	73	73	73	85	85	85	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	9	7	12	63	21	78	99	16	1	16	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	330	296	23	296	294	107	29	0	0	115	0	0
Stage 1	25	25	-	263	263	-	-	-	-	-	-	-
Stage 2	305	271	-	33	31	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	-	-	2.2	-	-
Pot Cap-1 Maneuver	627	619	1060	660	620	953	1597	-	-	1487	-	-
Stage 1	998	878	-	747	694	-	-	-	-	-	-	-
Stage 2	709	689	-	988	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	540	586	1060	622	587	953	1597	-	-	1487	-	-
Mov Cap-2 Maneuver	540	586	-	622	587	-	-	-	-	-	-	-
Stage 1	946	877	-	708	658	-	-	-	-	-	-	-
Stage 2	595	653	-	971	872	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	11.6	3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	683	645	1487	-	-
HCM Lane V/C Ratio	0.049	-	-	0.03	0.149	0.001	-	-
HCM Control Delay (s)	7.4	0	-	10.4	11.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.5	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	14	56	126	78	22
Future Volume (vph)	11	14	56	126	78	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	1948	0	0	2092	2073	0
Flt Permitted	0.979			0.985		
Satd. Flow (perm)	1948	0	0	2092	2073	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	868			561	224	
Travel Time (s)	19.7			12.8	5.1	
Peak Hour Factor	0.64	0.64	0.74	0.74	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	246	128	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 26.4% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	14	56	126	78	22
Future Vol, veh/h	11	14	56	126	78	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	74	74	78	78
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	17	22	76	170	100	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	436	114	128	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	581	944	1470	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	548	944	1470	-	-	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	716	-	-
HCM Lane V/C Ratio	0.051	-	0.055	-	-
HCM Control Delay (s)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	11	42	114	109	24
Future Volume (vph)	11	11	42	114	109	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	1959	0	0	2110	2085	0
Flt Permitted	0.976			0.987		
Satd. Flow (perm)	1959	0	0	2110	2085	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	868			561	224	
Travel Time (s)	19.7			12.8	5.1	
Peak Hour Factor	0.63	0.63	0.93	0.93	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	168	171	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	11	42	114	109	24
Future Vol, veh/h	11	11	42	114	109	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	93	93	78	78
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	17	17	45	123	140	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	369	156	171	0	-	0
Stage 1	156	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	635	895	1418	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	613	895	1418	-	-	-
Mov Cap-2 Maneuver	613	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	2.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	728	-	-
HCM Lane V/C Ratio	0.032	-	0.048	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	22	33	160	130	19
Future Volume (vph)	7	22	33	160	130	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	1910	0	0	2101	2098	0
Flt Permitted	0.988			0.992		
Satd. Flow (perm)	1910	0	0	2101	2098	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	868			561	224	
Travel Time (s)	19.7			12.8	5.1	
Peak Hour Factor	0.65	0.65	0.86	0.86	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	224	167	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.6% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	22	33	160	130	19
Future Vol, veh/h	7	22	33	160	130	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	86	86	89	89
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	11	34	38	186	146	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	419	157	167	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	595	894	1423	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	894	1423	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1423	-	789	-	-
HCM Lane V/C Ratio	0.027	-	0.057	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	42	0	0	0	0	356
Future Volume (vph)	42	0	0	0	0	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	12	12	12
Satd. Flow (prot)	1925	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1925	0	0	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1110		190			172
Travel Time (s)	25.2		4.3			3.9
Peak Hour Factor	0.66	0.66	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	2%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	0	0	0	367
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	42	0	0	0	0	356
Future Vol, veh/h	42	0	0	0	0	356
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	92	92	97	97
Heavy Vehicles, %	0	0	2	2	0	2
Mvmt Flow	64	0	0	0	0	367

Major/Minor	Minor1		Major2	
Conflicting Flow All	184	-	-	-
Stage 1	0	-	-	-
Stage 2	184	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	794	0	0	-
Stage 1	-	0	0	-
Stage 2	835	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	794	-	-	-
Mov Cap-2 Maneuver	794	-	-	-
Stage 1	-	-	-	-
Stage 2	835	-	-	-

Approach	WB	SB
HCM Control Delay, s	9.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	794	-
HCM Lane V/C Ratio	0.08	-
HCM Control Delay (s)	9.9	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.3	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	0	0	0	0	334
Future Volume (vph)	53	0	0	0	0	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	12	12	12
Satd. Flow (prot)	1925	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1925	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	1110		190			172
Travel Time (s)	25.2		4.3			3.9
Peak Hour Factor	0.80	0.80	0.92	0.92	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	2%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	0	0	0	371
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 19.2% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	53	0	0	0	0	334
Future Vol, veh/h	53	0	0	0	0	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	92	92	90	90
Heavy Vehicles, %	0	0	2	2	0	1
Mvmt Flow	66	0	0	0	0	371

Major/Minor	Minor1		Major2	
Conflicting Flow All	186	-	-	-
Stage 1	0	-	-	-
Stage 2	186	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	791	0	0	-
Stage 1	-	0	0	-
Stage 2	833	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	791	-	-	-
Mov Cap-2 Maneuver	791	-	-	-
Stage 1	-	-	-	-
Stage 2	833	-	-	-

Approach	WB	SB
HCM Control Delay, s	10	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	791	-
HCM Lane V/C Ratio	0.084	-
HCM Control Delay (s)	10	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	76	0	0	0	0	514
Future Volume (vph)	76	0	0	0	0	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	12	12	12
Satd. Flow (prot)	1925	0	0	0	0	3574
Flt Permitted	0.950					
Satd. Flow (perm)	1925	0	0	0	0	3574
Link Speed (mph)	30		30			30
Link Distance (ft)	1110		190			172
Travel Time (s)	25.2		4.3			3.9
Peak Hour Factor	0.86	0.86	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	0	0	547
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.1%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↑↑
Traffic Vol, veh/h	76	0	0	0	0	514
Future Vol, veh/h	76	0	0	0	0	514
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	92	92	94	94
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	88	0	0	0	0	547

Major/Minor	Minor1		Major2	
Conflicting Flow All	274	-	-	-
Stage 1	0	-	-	-
Stage 2	274	-	-	-
Critical Hdwy	6.8	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	-	-
Pot Cap-1 Maneuver	698	0	0	-
Stage 1	-	0	0	-
Stage 2	753	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	698	-	-	-
Mov Cap-2 Maneuver	698	-	-	-
Stage 1	-	-	-	-
Stage 2	753	-	-	-

Approach	WB	SB
HCM Control Delay, s	10.9	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	698	-
HCM Lane V/C Ratio	0.127	-
HCM Control Delay (s)	10.9	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.4	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	31	114	4	8
Future Volume (vph)	0	0	31	114	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12
Satd. Flow (prot)	0	1900	0	1756	1608	0
Flt Permitted				0.990		
Satd. Flow (perm)	0	1900	0	1756	1608	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1110			425	369	
Travel Time (s)	25.2			9.7	8.4	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	161	13	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	31	114	4	8
Future Vol, veh/h	0	0	31	114	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	90	90	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	34	127	4	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	9	13	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	1079	1619	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1079	1619	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	42	140	32	15
Future Volume (vph)	0	0	42	140	32	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12
Satd. Flow (prot)	0	1900	0	1754	1697	0
Flt Permitted				0.989		
Satd. Flow (perm)	0	1900	0	1754	1697	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1110			425	369	
Travel Time (s)	25.2			9.7	8.4	
Peak Hour Factor	0.92	0.92	0.82	0.82	0.63	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	222	75	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 19.7% **ICU Level of Service A**
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱		↑	↑↳	
Traffic Vol, veh/h	0	0	42	140	32	15
Future Vol, veh/h	0	0	42	140	32	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	82	82	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	51	171	51	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	63	75	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	1007	1537	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1007	1537	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-	-
HCM Control Delay (s)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	56	141	22	12
Future Volume (vph)	0	0	56	141	22	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12
Satd. Flow (prot)	0	1900	0	1749	1690	0
Flt Permitted				0.986		
Satd. Flow (perm)	0	1900	0	1749	1690	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1110			425	369	
Travel Time (s)	25.2			9.7	8.4	
Peak Hour Factor	0.92	0.92	0.88	0.88	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	224	43	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	56	141	22	12
Future Vol, veh/h	0	0	56	141	22	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	88	88	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	64	160	28	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	36	43	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	1042	1579	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1042	1579	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	-
HCM Control Delay (s)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	0	169	0	62	59	71	179	0	0	0	0
Future Volume (vph)	19	0	169	0	62	59	71	179	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1629	0	0	1875	0	0	1860	0	0	0	0
Flt Permitted		0.995						0.986				
Satd. Flow (perm)	0	1629	0	0	1875	0	0	1860	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			694			434			591	
Travel Time (s)		3.8			15.8			9.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	144	0	0	268	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↱			↰				
Traffic Vol, veh/h	19	0	169	0	62	59	71	179	0	0	0	0
Future Vol, veh/h	19	0	169	0	62	59	71	179	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	93	93	93	92	92	92
Heavy Vehicles, %	2	2	2	0	0	2	0	1	0	2	2	2
Mvmt Flow	21	0	184	0	74	70	76	192	0	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	416	344	0	-	344	192	0	0	-
Stage 1	0	0	-	-	344	-	-	-	-
Stage 2	416	344	-	-	0	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	6.5	6.22	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	4	3.318	2.2	-	-
Pot Cap-1 Maneuver	547	579	-	0	582	850	-	-	0
Stage 1	-	-	-	0	640	-	-	-	0
Stage 2	614	637	-	0	-	-	-	-	0
Platoon blocked, %								-	
Mov Cap-1 Maneuver	453	579	-	-	582	850	-	-	-
Mov Cap-2 Maneuver	453	579	-	-	582	-	-	-	-
Stage 1	-	-	-	-	640	-	-	-	-
Stage 2	498	637	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		11.6	
HCM LOS	-	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	688
HCM Lane V/C Ratio	-	-	-	0.209
HCM Control Delay (s)	-	-	-	11.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑				
Traffic Volume (vph)	35	0	216	0	84	54	92	187	0	0	0	0
Future Volume (vph)	35	0	216	0	84	54	92	187	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1635	0	0	1919	0	0	1857	0	0	0	0
Flt Permitted		0.993						0.984				
Satd. Flow (perm)	0	1635	0	0	1919	0	0	1857	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			694			434			591	
Travel Time (s)		3.8			15.8			9.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	0	0	155	0	0	321	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 47.9% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰				
Traffic Vol, veh/h	35	0	216	0	84	54	92	187	0	0	0	0
Future Vol, veh/h	35	0	216	0	84	54	92	187	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	1	0	2	2	2
Mvmt Flow	38	0	235	0	94	61	106	215	0	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	505	427	0	545	427	215	0	0	-
Stage 1	0	0	-	427	427	-	-	-	-
Stage 2	505	427	-	118	0	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	478	520	-	452	523	830	-	-	0
Stage 1	-	-	-	610	589	-	-	-	0
Stage 2	549	585	-	-	-	-	-	-	0
Platoon blocked, %								-	
Mov Cap-1 Maneuver	381	520	-	-	523	830	-	-	-
Mov Cap-2 Maneuver	381	520	-	-	523	-	-	-	-
Stage 1	-	-	-	610	589	-	-	-	-
Stage 2	427	585	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s			
HCM LOS	-	-	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰				
Traffic Volume (vph)	24	0	173	0	121	85	74	213	0	0	0	0
Future Volume (vph)	24	0	173	0	121	85	74	213	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1631	0	0	1905	0	0	1875	0	0	0	0
Flt Permitted		0.994						0.987				
Satd. Flow (perm)	0	1631	0	0	1905	0	0	1875	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			694			434			591	
Travel Time (s)		3.8			15.8			9.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.77	0.77	0.77	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	245	0	0	373	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰				
Traffic Vol, veh/h	24	0	173	0	121	85	74	213	0	0	0	0
Future Vol, veh/h	24	0	173	0	121	85	74	213	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	84	84	77	77	77	92	92	92
Heavy Vehicles, %	2	2	2	0	0	1	0	0	0	2	2	2
Mvmt Flow	26	0	188	0	144	101	96	277	0	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	592	469	0	563	469	277	0	0	-
Stage 1	0	0	-	469	469	-	-	-	-
Stage 2	592	469	-	94	0	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.21	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.309	2.2	-	-
Pot Cap-1 Maneuver	418	492	-	440	495	764	-	-	0
Stage 1	-	-	-	579	564	-	-	-	0
Stage 2	493	561	-	-	-	-	-	-	0
Platoon blocked, %								-	
Mov Cap-1 Maneuver	281	492	-	-	495	764	-	-	-
Mov Cap-2 Maneuver	281	492	-	-	495	-	-	-	-
Stage 1	-	-	-	579	564	-	-	-	-
Stage 2	318	561	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s			
HCM LOS	-	-	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	**0**	**0**	**0**	**0**	**271**	**125**
Future Volume (vph)	0	0	0	0	271	125
Ideal Flow (vphpl)	**1900**	**1900**	**1900**	**1900**	**1900**	**1900**
Satd. Flow (prot)	0	1863	0	0	3417	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	3417	0
Link Speed (mph)	**30**			30	30	
Link Distance (ft)	694			265	190	
Travel Time (s)	**15.8**			6.0	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.96	0.96
Heavy Vehicles (%)	**2%**	2%	2%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	**0**	0	0	0	412	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱			↑↑↳	
Traffic Vol, veh/h	0	0	0	0	271	125
Future Vol, veh/h	0	0	0	0	271	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	96	96
Heavy Vehicles, %	2	2	2	2	1	0
Mvmt Flow	0	0	0	0	282	130

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	206		-	0
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	800		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	800		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	273	113
Future Volume (vph)	0	0	0	0	273	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3427	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	3427	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	694			265	190	
Travel Time (s)	15.8			6.0	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	420	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱			↑↑↳	
Traffic Vol, veh/h	0	0	0	0	273	113
Future Vol, veh/h	0	0	0	0	273	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	1	0
Mvmt Flow	0	0	0	0	297	123

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	210		-	0
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	796		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	796		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	386	176
Future Volume (vph)	0	0	0	0	386	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3417	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	3417	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	694			265	190	
Travel Time (s)	15.8			6.0	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	604	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.6%	ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱			↑↑↳	
Traffic Vol, veh/h	0	0	0	0	386	176
Future Vol, veh/h	0	0	0	0	386	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	93	93
Heavy Vehicles, %	2	2	2	2	1	0
Mvmt Flow	0	0	0	0	415	189

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	302		-	0
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	694		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	694		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	11	85	30	0	0	0	0	0	198	20
Future Volume (vph)	0	1	11	85	30	0	0	0	0	0	198	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	12	12	12	13	12
Satd. Flow (prot)	0	1370	0	0	1813	0	0	0	0	0	3645	0
Flt Permitted					0.964							
Satd. Flow (perm)	0	1370	0	0	1813	0	0	0	0	0	3645	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		170			1127			654			265	
Travel Time (s)		3.9			25.6			14.9			6.0	
Peak Hour Factor	0.46	0.46	0.46	0.93	0.93	0.93	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	10%	0%	4%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	123	0	0	0	0	0	225	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 25.7% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↳			↲						↑↳	
Traffic Vol, veh/h	0	1	11	85	30	0	0	0	0	0	198	20
Future Vol, veh/h	0	1	11	85	30	0	0	0	0	0	198	20
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	46	46	46	93	93	93	92	92	92	97	97	97
Heavy Vehicles, %	0	0	10	0	4	0	0	0	0	0	1	0
Mvmt Flow	0	2	24	91	32	0	0	0	0	0	204	21

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	-	215	113	103	225	-	-	-	0
Stage 1	-	215	-	0	0	-	-	-	-
Stage 2	-	0	-	103	225	-	-	-	-
Critical Hdwy	-	6.5	7.1	7.5	6.58	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.58	-	-	-	-
Follow-up Hdwy	-	4	3.4	3.5	4.04	-	-	-	-
Pot Cap-1 Maneuver	0	686	893	872	668	0	0	-	-
Stage 1	0	729	-	-	-	0	0	-	-
Stage 2	0	-	-	897	711	0	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	686	893	847	668	-	-	-	-
Mov Cap-2 Maneuver	-	686	-	847	668	-	-	-	-
Stage 1	-	729	-	-	-	-	-	-	-
Stage 2	-	-	-	870	711	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.3	10.4	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	871	792	-	-
HCM Lane V/C Ratio	0.03	0.156	-	-
HCM Control Delay (s)	9.3	10.4	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.1	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	42	89	10	0	0	0	0	0	240	21
Future Volume (vph)	0	1	42	89	10	0	0	0	0	0	240	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	12	12	12	13	12
Satd. Flow (prot)	0	1486	0	0	1818	0	0	0	0	0	3677	0
Flt Permitted					0.957							
Satd. Flow (perm)	0	1486	0	0	1818	0	0	0	0	0	3677	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		170			1127			654			265	
Travel Time (s)		3.9			25.6			14.9			6.0	
Peak Hour Factor	0.63	0.63	0.63	0.87	0.87	0.87	0.92	0.92	0.92	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	113	0	0	0	0	0	287	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰						↑↱	
Traffic Vol, veh/h	0	1	42	89	10	0	0	0	0	0	240	21
Future Vol, veh/h	0	1	42	89	10	0	0	0	0	0	240	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	87	87	87	92	92	92	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	0	2	67	102	11	0	0	0	0	0	264	23

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	-	276	144	133	287	-	-	-	0
Stage 1	-	276	-	0	0	-	-	-	-
Stage 2	-	0	-	133	287	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.5	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	-	-	-
Pot Cap-1 Maneuver	0	635	884	831	626	0	0	-	-
Stage 1	0	685	-	-	-	0	0	-	-
Stage 2	0	-	-	862	678	0	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	635	884	767	626	-	-	-	-
Mov Cap-2 Maneuver	-	635	-	767	626	-	-	-	-
Stage 1	-	685	-	-	-	-	-	-	-
Stage 2	-	-	-	795	678	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.5	10.7	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	876	750	-	-
HCM Lane V/C Ratio	0.078	0.152	-	-
HCM Control Delay (s)	9.5	10.7	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.3	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	14	75	21	0	0	0	0	0	278	19
Future Volume (vph)	0	0	14	75	21	0	0	0	0	0	278	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	12	12	12	13	12
Satd. Flow (prot)	0	1479	0	0	1828	0	0	0	0	0	3645	0
Flt Permitted					0.962							
Satd. Flow (perm)	0	1479	0	0	1828	0	0	0	0	0	3645	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		170			1127			654			265	
Travel Time (s)		3.9			25.6			14.9			6.0	
Peak Hour Factor	0.65	0.65	0.65	0.84	0.84	0.84	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	114	0	0	0	0	0	307	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰						↑↱	
Traffic Vol, veh/h	0	0	14	75	21	0	0	0	0	0	278	19
Future Vol, veh/h	0	0	14	75	21	0	0	0	0	0	278	19
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	84	84	84	92	92	92	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	6
Mvmt Flow	0	0	22	89	25	0	0	0	0	0	287	20

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	-	297	154	144	307	-	-	-	0
Stage 1	-	297	-	0	0	-	-	-	-
Stage 2	-	0	-	144	307	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.5	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	-	-	-
Pot Cap-1 Maneuver	0	618	871	817	610	0	0	-	-
Stage 1	0	671	-	-	-	0	0	-	-
Stage 2	0	-	-	850	665	0	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	618	871	797	610	-	-	-	-
Mov Cap-2 Maneuver	-	618	-	797	610	-	-	-	-
Stage 1	-	671	-	-	-	-	-	-	-
Stage 2	-	-	-	829	665	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.2	10.7	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	871	747	-	-
HCM Lane V/C Ratio	0.025	0.153	-	-
HCM Control Delay (s)	9.2	10.7	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.1	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (vph)	0	0	0	1	14	1	78	102	0	0	0	30
Future Volume (vph)	0	0	0	1	14	1	78	102	0	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	14	12	12	12	12
Satd. Flow (prot)	0	1900	0	0	1815	0	0	1984	0	0	1644	0
Flt Permitted					0.997			0.979				
Satd. Flow (perm)	0	1900	0	0	1815	0	0	1984	0	0	1644	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1127			313			266			425	
Travel Time (s)		25.6			7.1			6.0			9.7	
Peak Hour Factor	0.25	0.25	0.25	0.54	0.54	0.54	0.90	0.90	0.90	0.73	0.73	0.73
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	30	0	0	200	0	0	41	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↦	
Traffic Vol, veh/h	0	0	0	1	14	1	78	102	0	0	0	30
Future Vol, veh/h	0	0	0	1	14	1	78	102	0	0	0	30
Peak Hour Factor	0.25	0.25	0.25	0.54	0.54	0.54	0.90	0.90	0.90	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	2	26	2	87	113	0	0	0	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	7.5	8.3	6.7
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	0%	6%	0%
Vol Thru, %	57%	100%	88%	0%
Vol Right, %	0%	0%	6%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	0	16	30
LT Vol	78	0	1	0
Through Vol	102	0	14	0
RT Vol	0	0	1	30
Lane Flow Rate	200	0	30	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.226	0	0.035	0.04
Departure Headway (Hd)	4.069	4.449	4.29	3.5
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	884	0	821	1012
Service Time	2.09	2.449	2.388	1.559
HCM Lane V/C Ratio	0.226	0	0.037	0.041
HCM Control Delay	8.3	7.4	7.5	6.7
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	0.9	0	0.1	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰			↱	
Traffic Volume (vph)	0	0	0	2	6	3	63	170	1	0	12	43
Future Volume (vph)	0	0	0	2	6	3	63	170	1	0	12	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	14	12	12	12	12
Satd. Flow (prot)	0	1900	0	0	1753	0	0	2000	0	0	1699	0
Flt Permitted					0.991			0.987				
Satd. Flow (perm)	0	1900	0	0	1753	0	0	2000	0	0	1699	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1127			313			266			425	
Travel Time (s)		25.6			7.1			6.0			9.7	
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	22	0	0	282	0	0	79	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		**ICU Level of Service A**	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰			↱	
Traffic Vol, veh/h	0	0	0	2	6	3	63	170	1	0	12	43
Future Vol, veh/h	0	0	0	2	6	3	63	170	1	0	12	43
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.69	0.69	0.69
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	4	12	6	76	205	1	0	17	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	7.7	9	7.1
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	0%	18%	0%
Vol Thru, %	73%	100%	55%	22%
Vol Right, %	0%	0%	27%	78%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	0	11	55
LT Vol	63	0	2	0
Through Vol	170	0	6	12
RT Vol	1	0	3	43
Lane Flow Rate	282	0	22	80
Geometry Grp	1	1	1	1
Degree of Util (X)	0.317	0	0.028	0.081
Departure Headway (Hd)	4.05	4.69	4.532	3.68
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	0	795	961
Service Time	2.075	2.691	2.532	1.752
HCM Lane V/C Ratio	0.318	0	0.028	0.083
HCM Control Delay	9	7.7	7.7	7.1
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	1.4	0	0.1	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	18	3	60	158	0	0	9	27
Future Volume (vph)	0	0	0	1	18	3	60	158	0	0	9	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	14	12	12	12	12
Satd. Flow (prot)	0	1900	0	0	1796	0	0	1998	0	0	1706	0
Flt Permitted					0.998			0.986				
Satd. Flow (perm)	0	1900	0	0	1796	0	0	1998	0	0	1706	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1127			313			266			425	
Travel Time (s)		25.6			7.1			6.0			9.7	
Peak Hour Factor	0.25	0.25	0.25	0.83	0.83	0.83	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	27	0	0	240	0	0	45	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰			↱	
Traffic Vol, veh/h	0	0	0	1	18	3	60	158	0	0	9	27
Future Vol, veh/h	0	0	0	1	18	3	60	158	0	0	9	27
Peak Hour Factor	0.25	0.25	0.25	0.83	0.83	0.83	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	22	4	66	174	0	0	11	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	7.6	8.5	6.9
HCM LOS	-	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	0%	5%	0%
Vol Thru, %	72%	100%	82%	25%
Vol Right, %	0%	0%	14%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	218	0	22	36
LT Vol	60	0	1	0
Through Vol	158	0	18	9
RT Vol	0	0	3	27
Lane Flow Rate	240	0	27	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.269	0	0.033	0.046
Departure Headway (Hd)	4.036	4.54	4.434	3.676
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	0	812	963
Service Time	2.059	2.541	2.434	1.741
HCM Lane V/C Ratio	0.269	0	0.033	0.047
HCM Control Delay	8.5	7.5	7.6	6.9
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	1.1	0	0.1	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	5	20	3	3	32	0	1	1	2	0	0	0
Future Volume (vph)	5	20	3	3	32	0	1	1	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	16	12	12	15	12
Satd. Flow (prot)	0	1918	0	0	1955	0	0	1983	0	0	0	0
Flt Permitted		0.991			0.996			0.988				
Satd. Flow (perm)	0	1918	0	0	1955	0	0	1983	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		227			343			252			975	
Travel Time (s)		5.2			7.8			5.7			22.2	
Peak Hour Factor	0.72	0.72	0.72	0.75	0.75	0.75	0.50	0.50	0.50	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	47	0	0	8	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	5	20	3	3	32	0	1	1	2	0	0	0
Future Vol, veh/h	5	20	3	3	32	0	1	1	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	75	75	75	50	50	50	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	28	4	4	43	0	2	2	4	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	43	0	0	32	0	0	95	95	30
Stage 1	-	-	-	-	-	-	44	44	-
Stage 2	-	-	-	-	-	-	51	51	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1579	-	-	1593	-	-	909	799	1050
Stage 1	-	-	-	-	-	-	984	862	-
Stage 2	-	-	-	-	-	-	977	856	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1579	-	-	1593	-	-	902	0	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	0	-
Stage 1	-	-	-	-	-	-	976	0	-
Stage 2	-	-	-	-	-	-	977	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	996	1579	-	-	1593	-	-
HCM Lane V/C Ratio	0.008	0.004	-	-	0.003	-	-
HCM Control Delay (s)	8.6	7.3	0	-	7.3	0	-
HCM Lane LOS	A	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Volume (vph)	5	39	4	12	42	0	5	2	4	0	0	0
Future Volume (vph)	5	39	4	12	42	0	5	2	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	16	12	12	15	12
Satd. Flow (prot)	0	1930	0	0	1942	0	0	2007	0	0	0	0
Flt Permitted		0.995			0.989			0.976				
Satd. Flow (perm)	0	1930	0	0	1942	0	0	2007	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		227			343			252			975	
Travel Time (s)		5.2			7.8			5.7			22.2	
Peak Hour Factor	0.69	0.69	0.69	0.70	0.70	0.70	0.89	0.89	0.89	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	0	0	77	0	0	12	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	5	39	4	12	42	0	5	2	4	0	0	0
Future Vol, veh/h	5	39	4	12	42	0	5	2	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	70	70	70	89	89	89	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	57	6	17	60	0	6	2	4	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	60	0	0	63	0	0	168	168	60
Stage 1	-	-	-	-	-	-	74	74	-
Stage 2	-	-	-	-	-	-	94	94	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1556	-	-	1553	-	-	827	728	1011
Stage 1	-	-	-	-	-	-	954	837	-
Stage 2	-	-	-	-	-	-	935	821	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1556	-	-	1553	-	-	814	0	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	814	0	-
Stage 1	-	-	-	-	-	-	939	0	-
Stage 2	-	-	-	-	-	-	935	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.8	1.6	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	891	1556	-	-	1553	-	-
HCM Lane V/C Ratio	0.014	0.005	-	-	0.011	-	-
HCM Control Delay (s)	9.1	7.3	0	-	7.3	0	-
HCM Lane LOS	A	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	1	22	6	8	45	0	1	1	3	0	0	0
Future Volume (vph)	1	22	6	8	45	0	1	1	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	16	12	12	15	12
Satd. Flow (prot)	0	1904	0	0	1950	0	0	1959	0	0	0	0
Flt Permitted		0.999			0.993			0.990				
Satd. Flow (perm)	0	1904	0	0	1950	0	0	1959	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		227			343			252			975	
Travel Time (s)		5.2			7.8			5.7			22.2	
Peak Hour Factor	0.78	0.78	0.78	0.70	0.70	0.70	0.90	0.90	0.90	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	75	0	0	5	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	1	22	6	8	45	0	1	1	3	0	0	0
Future Vol, veh/h	1	22	6	8	45	0	1	1	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	70	70	70	90	90	90	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	1	28	8	11	64	0	1	1	3	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	64	0	0	36	0	0	120	120	32
Stage 1	-	-	-	-	-	-	34	34	-
Stage 2	-	-	-	-	-	-	86	86	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1551	-	-	1588	-	-	880	774	1048
Stage 1	-	-	-	-	-	-	994	871	-
Stage 2	-	-	-	-	-	-	942	827	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1551	-	-	1588	-	-	873	0	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	873	0	-
Stage 1	-	-	-	-	-	-	986	0	-
Stage 2	-	-	-	-	-	-	942	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	1.1	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	998	1551	-	-	1588	-	-
HCM Lane V/C Ratio	0.006	0.001	-	-	0.007	-	-
HCM Control Delay (s)	8.6	7.3	0	-	7.3	0	-
HCM Lane LOS	A	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	11	4	0	0	0	0	17	254	31	0	125	25
Future Volume (vph)	11	4	0	0	0	0	17	254	31	0	125	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2076	0	0	0	0	0	1852	0	0	1822	0
Flt Permitted		0.964						0.997				
Satd. Flow (perm)	0	2076	0	0	0	0	0	1852	0	0	1822	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			260			492			434	
Travel Time (s)		7.8			5.9			11.2			9.9	
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	0	0	0	332	0	0	163	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.6%		**ICU Level of Service A**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	11	4	0	0	0	0	17	254	31	0	125	25
Future Vol, veh/h	11	4	0	0	0	0	17	254	31	0	125	25
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	91	91	91	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	1	0	2	2	2
Mvmt Flow	15	5	0	0	0	0	19	279	34	0	136	27

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	484	501	150	163	0	0	313	0	0
Stage 1	150	150	-	-	-	-	-	-	-
Stage 2	334	351	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	545	475	902	1428	-	-	1247	-	-
Stage 1	883	777	-	-	-	-	-	-	-
Stage 2	730	636	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	536	0	902	1428	-	-	1247	-	-
Mov Cap-2 Maneuver	536	0	-	-	-	-	-	-	-
Stage 1	869	0	-	-	-	-	-	-	-
Stage 2	730	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1428	-	-	536	1247	-	-
HCM Lane V/C Ratio	0.013	-	-	0.037	-	-	-
HCM Control Delay (s)	7.6	0	-	12	0	-	-
HCM Lane LOS	A	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	10	31	0	0	0	0	15	302	68	0	142	39
Future Volume (vph)	10	31	0	0	0	0	15	302	68	0	142	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2127	0	0	0	0	0	1836	0	0	1809	0
Flt Permitted		0.988						0.998				
Satd. Flow (perm)	0	2127	0	0	0	0	0	1836	0	0	1809	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			260			492			434	
Travel Time (s)		7.8			5.9			11.2			9.9	
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	0	0	0	453	0	0	196	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.5%		**ICU Level of Service A**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	10	31	0	0	0	0	15	302	68	0	142	39
Future Vol, veh/h	10	31	0	0	0	0	15	302	68	0	142	39
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	85	85	85	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	1	0	2	2	2
Mvmt Flow	12	37	0	0	0	0	18	355	80	0	154	42

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	606	646	175	196	0	0	435	0	0
Stage 1	175	175	-	-	-	-	-	-	-
Stage 2	431	471	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	463	393	874	1389	-	-	1125	-	-
Stage 1	860	758	-	-	-	-	-	-	-
Stage 2	660	563	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	455	0	874	1389	-	-	1125	-	-
Mov Cap-2 Maneuver	455	0	-	-	-	-	-	-	-
Stage 1	845	0	-	-	-	-	-	-	-
Stage 2	660	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1389	-	-	455	1125	-	-
HCM Lane V/C Ratio	0.013	-	-	0.109	-	-	-
HCM Control Delay (s)	7.6	0	-	13.9	0	-	-
HCM Lane LOS	A	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	11	13	0	0	0	0	7	273	19	0	212	37
Future Volume (vph)	11	13	0	0	0	0	7	273	19	0	212	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2104	0	0	0	0	0	1864	0	0	1825	0
Flt Permitted		0.977						0.999				
Satd. Flow (perm)	0	2104	0	0	0	0	0	1864	0	0	1825	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			260			492			434	
Travel Time (s)		7.8			5.9			11.2			9.9	
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.82	0.82	0.82	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	0%	1%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	0	0	0	365	0	0	270	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.2% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	11	13	0	0	0	0	7	273	19	0	212	37
Future Vol, veh/h	11	13	0	0	0	0	7	273	19	0	212	37
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	82	82	82	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	1	0	2	2	2
Mvmt Flow	15	17	0	0	0	0	9	333	23	0	230	40

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	613	624	250	270	0	0	356	0	0
Stage 1	250	250	-	-	-	-	-	-	-
Stage 2	363	374	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	459	404	794	1305	-	-	1203	-	-
Stage 1	796	704	-	-	-	-	-	-	-
Stage 2	708	621	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	455	0	794	1305	-	-	1203	-	-
Mov Cap-2 Maneuver	455	0	-	-	-	-	-	-	-
Stage 1	789	0	-	-	-	-	-	-	-
Stage 2	708	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1305	-	-	455	1203	-	-
HCM Lane V/C Ratio	0.007	-	-	0.07	-	-	-
HCM Control Delay (s)	7.8	0	-	13.5	0	-	-
HCM Lane LOS	A	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	17	0	0	0	0	0	151	4	4	0	0
Future Volume (vph)	32	17	0	0	0	0	0	151	4	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	14	12	16	12	12
Satd. Flow (prot)	0	2084	0	0	0	0	0	2021	0	0	1805	0
Flt Permitted		0.968									0.950	
Satd. Flow (perm)	0	2084	0	0	0	0	0	2021	0	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			361			389			266	
Travel Time (s)		8.7			8.2			8.8			6.0	
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.92	0.92	0.92	0.50	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	0	0	0	168	0	0	8	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 18.2% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↱			↕	
Traffic Vol, veh/h	32	17	0	0	0	0	0	151	4	4	0	0
Future Vol, veh/h	32	17	0	0	0	0	0	151	4	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	92	92	92	92	92	92	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	22	0	0	0	0	0	164	4	8	0	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	182	184	-	-	0	0	168	0	0
Stage 1	16	16	-	-	-	-	-	-	-
Stage 2	166	168	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	812	714	0	0	-	-	1422	-	-
Stage 1	1012	886	0	0	-	-	-	-	-
Stage 2	868	763	0	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	807	0	-	-	-	-	1422	-	-
Mov Cap-2 Maneuver	807	0	-	-	-	-	-	-	-
Stage 1	1006	0	-	-	-	-	-	-	-
Stage 2	868	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	7.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	807	1422	-	-
HCM Lane V/C Ratio	-	-	0.077	0.006	-	-
HCM Control Delay (s)	-	-	9.8	7.5	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	30	0	0	0	0	0	181	19	13	0	0
Future Volume (vph)	27	30	0	0	0	0	0	181	19	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	14	12	16	12	12
Satd. Flow (prot)	0	2104	0	0	0	0	0	2000	0	0	1805	0
Flt Permitted		0.977									0.950	
Satd. Flow (perm)	0	2104	0	0	0	0	0	2000	0	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			361			389			266	
Travel Time (s)		8.7			8.2			8.8			6.0	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.84	0.84	0.84	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	0	0	0	238	0	0	17	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↱			↕	
Traffic Vol, veh/h	27	30	0	0	0	0	0	181	19	13	0	0
Future Vol, veh/h	27	30	0	0	0	0	0	181	19	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	84	84	84	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	38	0	0	0	0	0	215	23	17	0	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	261	272	-	-	0	0	238	0	0
Stage 1	34	34	-	-	-	-	-	-	-
Stage 2	227	238	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	732	638	0	0	-	-	1341	-	-
Stage 1	994	871	0	0	-	-	-	-	-
Stage 2	815	712	0	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	722	0	-	-	-	-	1341	-	-
Mov Cap-2 Maneuver	722	0	-	-	-	-	-	-	-
Stage 1	981	0	-	-	-	-	-	-	-
Stage 2	815	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	7.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	722	1341	-	-
HCM Lane V/C Ratio	-	-	0.099	0.013	-	-
HCM Control Delay (s)	-	-	10.5	7.7	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	28	0	0	0	0	0	179	10	8	0	0
Future Volume (vph)	43	28	0	0	0	0	0	179	10	8	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	14	12	16	12	12
Satd. Flow (prot)	0	2091	0	0	0	0	0	2012	0	0	1805	0
Flt Permitted		0.971									0.950	
Satd. Flow (perm)	0	2091	0	0	0	0	0	2012	0	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		384			361			389			266	
Travel Time (s)		8.7			8.2			8.8			6.0	
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.94	0.94	0.94	0.58	0.58	0.58
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	0	0	0	201	0	0	14	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↱			↔	
Traffic Vol, veh/h	43	28	0	0	0	0	0	179	10	8	0	0
Future Vol, veh/h	43	28	0	0	0	0	0	179	10	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	92	92	92	94	94	94	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	48	31	0	0	0	0	0	190	11	14	0	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	224	229	-	-	0	0	201	0	0
Stage 1	28	28	-	-	-	-	-	-	-
Stage 2	196	201	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	769	674	0	0	-	-	1383	-	-
Stage 1	1000	876	0	0	-	-	-	-	-
Stage 2	842	739	0	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	761	0	-	-	-	-	1383	-	-
Mov Cap-2 Maneuver	761	0	-	-	-	-	-	-	-
Stage 1	990	0	-	-	-	-	-	-	-
Stage 2	842	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	7.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	761	1383	-	-
HCM Lane V/C Ratio	-	-	0.104	0.01	-	-
HCM Control Delay (s)	-	-	10.3	7.6	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	30	677	644	31	33	61
Future Volume (vph)	30	677	644	31	33	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Satd. Flow (prot)	0	1896	1871	0	1933	0
Flt Permitted		0.998			0.983	
Satd. Flow (perm)	0	1896	1871	0	1933	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		298	1866		1760	
Travel Time (s)		6.8	42.4		40.0	
Peak Hour Factor	0.80	0.80	0.81	0.81	0.79	0.79
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	884	833	0	119	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋔	
Traffic Vol, veh/h	30	677	644	31	33	61
Future Vol, veh/h	30	677	644	31	33	61
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	80	80	81	81	79	79
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	38	846	795	38	42	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	833	0	-	0	1736	814
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	922	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	809	-	-	-	97	381
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	391	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	809	-	-	-	88	381
Mov Cap-2 Maneuver	-	-	-	-	88	-
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	391	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	60
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	809	-	-	-	176
HCM Lane V/C Ratio	0.046	-	-	-	0.676
HCM Control Delay (s)	9.7	0	-	-	60
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	53	683	734	44	31	44
Future Volume (vph)	53	683	734	44	31	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Satd. Flow (prot)	0	1892	1885	0	1941	0
Flt Permitted		0.996			0.980	
Satd. Flow (perm)	0	1892	1885	0	1941	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		298	1866		1760	
Travel Time (s)		6.8	42.4		40.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	818	865	0	83	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑		↾	
Traffic Vol, veh/h	53	683	734	44	31	44
Future Vol, veh/h	53	683	734	44	31	44
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	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	759	816	49	34	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	865	0	-	0	1718	841
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	787	-	-	-	100	368
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	787	-	-	-	87	368
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	410	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	50.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	787	-	-	-	158
HCM Lane V/C Ratio	0.075	-	-	-	0.527
HCM Control Delay (s)	9.9	0	-	-	50.7
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	752	778	33	18	51
Future Volume (vph)	39	752	778	33	18	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Satd. Flow (prot)	0	1895	1871	0	1858	0
Flt Permitted		0.998			0.987	
Satd. Flow (perm)	0	1895	1871	0	1858	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		298	1866		1760	
Travel Time (s)		6.8	42.4		40.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.65	0.65
Heavy Vehicles (%)	1%	0%	1%	0%	6%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	879	901	0	106	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 82.2% **ICU Level of Service E**
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↾	
Traffic Vol, veh/h	39	752	778	33	18	51
Future Vol, veh/h	39	752	778	33	18	51
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	90	90	90	90	65	65
Heavy Vehicles, %	1	0	1	0	6	2
Mvmt Flow	43	836	864	37	28	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	901	0	-	0	1805	883
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	922	-
Critical Hdwy	4.11	-	-	-	6.46	6.22
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.209	-	-	-	3.554	3.318
Pot Cap-1 Maneuver	758	-	-	-	85	345
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	758	-	-	-	76	345
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	381	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	50.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	758	-	-	-	179
HCM Lane V/C Ratio	0.057	-	-	-	0.593
HCM Control Delay (s)	10	0	-	-	50.8
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	3.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	553	66	12	528	0	3	0	6	26	2	62
Future Volume (vph)	0	553	66	12	528	0	3	0	6	26	2	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1957	0	0	2005	0	0	1928	0	0	1880	0
Flt Permitted					0.999			0.984			0.986	
Satd. Flow (perm)	0	1957	0	0	2005	0	0	1928	0	0	1880	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1866			146			242			1352	
Travel Time (s)		42.4			3.3			5.5			30.7	
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.50	0.50	0.50	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	3%	0%	1%	0%	0%	0%	0%	4%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	712	0	0	667	0	0	18	0	0	114	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.8%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	553	66	12	528	0	3	0	6	26	2	62
Future Vol, veh/h	0	553	66	12	528	0	3	0	6	26	2	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	81	81	81	50	50	50	80	80	80
Heavy Vehicles, %	0	2	3	0	1	0	0	0	0	4	0	2
Mvmt Flow	0	636	76	15	652	0	6	0	12	33	3	78

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	712	0	0	1397	1356	674	1362	1394	652
Stage 1	-	-	-	-	-	-	674	674	-	682	682	-
Stage 2	-	-	-	-	-	-	723	682	-	680	712	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.318
Pot Cap-1 Maneuver	0	-	-	897	-	0	120	151	458	124	143	468
Stage 1	0	-	-	-	-	0	448	457	-	437	453	-
Stage 2	0	-	-	-	-	0	421	453	-	438	439	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	897	-	-	97	147	458	118	139	468
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	147	-	118	139	-
Stage 1	-	-	-	-	-	-	448	457	-	437	441	-
Stage 2	-	-	-	-	-	-	340	441	-	427	439	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	24.3	31.6
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	204	-	-	897	-	245
HCM Lane V/C Ratio	0.088	-	-	0.017	-	0.459
HCM Control Delay (s)	24.3	-	-	9.1	0	31.6
HCM Lane LOS	C	-	-	A	A	D
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	844	38	9	627	0	0	0	3	43	5	76
Future Volume (vph)	0	844	38	9	627	0	0	0	3	43	5	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	16	12	12	16	12
Satd. Flow (prot)	0	1974	0	0	2005	0	0	1863	0	0	1892	0
Flt Permitted					0.999						0.983	
Satd. Flow (perm)	0	1974	0	0	2005	0	0	1863	0	0	1892	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1866			146			242			1352	
Travel Time (s)		42.4			3.3			5.5			30.7	
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.50	0.50	0.50	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	3%	0%	1%	0%	0%	0%	0%	4%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	891	0	0	707	0	0	6	0	0	136	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰			↕			↕	
Traffic Vol, veh/h	0	844	38	9	627	0	0	0	3	43	5	76
Future Vol, veh/h	0	844	38	9	627	0	0	0	3	43	5	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	90	90	90	50	50	50	91	91	91
Heavy Vehicles, %	0	2	3	0	1	0	0	0	0	4	0	2
Mvmt Flow	0	853	38	10	697	0	0	0	6	47	5	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	891	0	0	1634	1589	872	1592	1608	697
Stage 1	-	-	-	-	-	-	872	872	-	717	717	-
Stage 2	-	-	-	-	-	-	762	717	-	875	891	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.318
Pot Cap-1 Maneuver	0	-	-	769	-	0	82	109	353	86	106	441
Stage 1	0	-	-	-	-	0	348	371	-	418	437	-
Stage 2	0	-	-	-	-	0	400	437	-	341	363	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	769	-	-	63	107	353	83	104	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	107	-	83	104	-
Stage 1	-	-	-	-	-	-	348	371	-	418	428	-
Stage 2	-	-	-	-	-	-	313	428	-	335	363	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15.4	82
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	353	-	-	769	-	168
HCM Lane V/C Ratio	0.017	-	-	0.013	-	0.811
HCM Control Delay (s)	15.4	-	-	9.7	0	82
HCM Lane LOS	C	-	-	A	A	F
HCM 95th %tile Q(veh)	0.1	-	-	0	-	5.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	720	40	19	686	0	3	0	1	28	7	92
Future Volume (vph)	0	720	40	19	686	0	3	0	1	28	7	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	16	12	12	16	12
Satd. Flow (prot)	0	2012	0	0	2005	0	0	2005	0	0	1904	0
Flt Permitted					0.999			0.964			0.989	
Satd. Flow (perm)	0	2012	0	0	2005	0	0	2005	0	0	1904	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1866			146			242			1352	
Travel Time (s)		42.4			3.3			5.5			30.7	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.50	0.50	0.50	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	4%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	835	0	0	767	0	0	8	0	0	145	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰↑			↕			↕	
Traffic Vol, veh/h	0	720	40	19	686	0	3	0	1	28	7	92
Future Vol, veh/h	0	720	40	19	686	0	3	0	1	28	7	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	50	50	50	88	88	88
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	4	0	0
Mvmt Flow	0	791	44	21	746	0	6	0	2	32	8	105

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	835	0	0	1658	1601	813	1602	1623	746
Stage 1	-	-	-	-	-	-	813	813	-	788	788	-
Stage 2	-	-	-	-	-	-	845	788	-	814	835	-
Critical Hdwy	-	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.3
Pot Cap-1 Maneuver	0	-	-	807	-	0	79	107	382	84	104	417
Stage 1	0	-	-	-	-	0	375	395	-	381	405	-
Stage 2	0	-	-	-	-	0	360	405	-	369	386	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	807	-	-	54	102	382	81	99	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	102	-	81	99	-
Stage 1	-	-	-	-	-	-	375	395	-	381	387	-
Stage 2	-	-	-	-	-	-	253	387	-	367	386	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	63.9	59.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	69	-	-	807	-	199
HCM Lane V/C Ratio	0.116	-	-	0.026	-	0.725
HCM Control Delay (s)	63.9	-	-	9.6	0	59.9
HCM Lane LOS	F	-	-	A	A	F
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	4.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	535	0	0	537	42	3	1	2	0	0	0
Future Volume (vph)	50	535	0	0	537	42	3	1	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1977	0	0	1988	0	0	1760	0	0	0	0
Flt Permitted		0.996						0.976				
Satd. Flow (perm)	0	1977	0	0	1988	0	0	1760	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		146			154			188			1246	
Travel Time (s)		3.3			3.5			4.3			28.3	
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.75	0.75	0.75	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	0%	1%	0%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	715	0	0	8	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↕				
Traffic Vol, veh/h	50	535	0	0	537	42	3	1	2	0	0	0
Future Vol, veh/h	50	535	0	0	537	42	3	1	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	81	81	81	75	75	75	92	92	92
Heavy Vehicles, %	3	2	0	0	1	0	0	0	0	2	2	2
Mvmt Flow	56	594	0	0	663	52	4	1	3	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	715	0	-	-	-	0	1395	1421	594
Stage 1	-	-	-	-	-	-	706	706	-
Stage 2	-	-	-	-	-	-	689	715	-
Critical Hdwy	4.13	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	881	-	0	0	-	-	157	138	509
Stage 1	-	-	0	0	-	-	493	442	-
Stage 2	-	-	0	0	-	-	502	438	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	881	-	-	-	-	-	142	0	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	0	-
Stage 1	-	-	-	-	-	-	446	0	-
Stage 2	-	-	-	-	-	-	502	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.8	0	23.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	200	881	-	-	-
HCM Lane V/C Ratio	0.04	0.063	-	-	-
HCM Control Delay (s)	23.7	9.4	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	796	0	0	636	42	0	0	0	0	0	0
Future Volume (vph)	94	796	0	0	636	42	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2017	0	0	2010	0	0	1900	0	0	0	0
Flt Permitted		0.995										
Satd. Flow (perm)	0	2017	0	0	2010	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		146			154			188			1246	
Travel Time (s)		3.3			3.5			4.3			28.3	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	978	0	0	737	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 89.8% ICU Level of Service E
Analysis Period (min) 15

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	94	796	0	0	636	42	0	0	0	0	0	0
Future Vol, veh/h	94	796	0	0	636	42	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	92	92	92	75	75	75	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	103	875	0	0	691	46	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	737	0	-	-	-	0	1795	1818	875
Stage 1	-	-	-	-	-	-	1081	1081	-
Stage 2	-	-	-	-	-	-	714	737	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	878	-	0	0	-	-	89	79	351
Stage 1	-	-	0	0	-	-	328	296	-
Stage 2	-	-	0	0	-	-	489	428	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	878	-	-	-	-	-	69	0	351
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	0	-
Stage 1	-	-	-	-	-	-	253	0	-
Stage 2	-	-	-	-	-	-	489	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	878	-	-	-
HCM Lane V/C Ratio	-	0.118	-	-	-
HCM Control Delay (s)	0	9.6	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	635	0	0	705	71	0	0	0	0	0	0
Future Volume (vph)	114	635	0	0	705	71	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	14	12	12	12	12	12	12	12
Satd. Flow (prot)	0	2010	0	0	2002	0	0	1900	0	0	0	0
Flt Permitted		0.992										
Satd. Flow (perm)	0	2010	0	0	2002	0	0	1900	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		146			154			188			1246	
Travel Time (s)		3.3			3.5			4.3			28.3	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.50	0.50	0.50	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	833	0	0	817	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.8%		**ICU Level of Service E**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↔				
Traffic Vol, veh/h	114	635	0	0	705	71	0	0	0	0	0	0
Future Vol, veh/h	114	635	0	0	705	71	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	95	95	95	50	50	50	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	127	706	0	0	742	75	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	817	0	-	-	-	0	1740	1777	706
Stage 1	-	-	-	-	-	-	960	960	-
Stage 2	-	-	-	-	-	-	780	817	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	820	-	0	0	-	-	97	83	439
Stage 1	-	-	0	0	-	-	375	338	-
Stage 2	-	-	0	0	-	-	455	393	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	820	-	-	-	-	-	72	0	439
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	0	-
Stage 1	-	-	-	-	-	-	279	0	-
Stage 2	-	-	-	-	-	-	455	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	820	-	-	-
HCM Lane V/C Ratio	-	0.154	-	-	-
HCM Control Delay (s)	0	10.2	0	-	-
HCM Lane LOS	A	B	A	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	497	526	17	14	26
Future Volume (vph)	29	497	526	17	14	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12
Satd. Flow (prot)	0	1983	2019	0	1930	0
Flt Permitted		0.997			0.983	
Satd. Flow (perm)	0	1983	2019	0	1930	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		154	760		1464	
Travel Time (s)		3.5	17.3		33.3	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.82	0.82
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	572	610	0	49	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↾	
Traffic Vol, veh/h	29	497	526	17	14	26
Future Vol, veh/h	29	497	526	17	14	26
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	89	89	82	82
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	32	540	591	19	17	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	610	0	-	0	1205	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	604	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	979	-	-	-	205	504
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	979	-	-	-	195	504
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	979	-	-	-	324
HCM Lane V/C Ratio	0.032	-	-	-	0.151
HCM Control Delay (s)	8.8	0	-	-	18.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	761	650	23	20	42
Future Volume (vph)	50	761	650	23	20	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12
Satd. Flow (prot)	0	2021	2017	0	1926	0
Flt Permitted		0.997			0.984	
Satd. Flow (perm)	0	2021	2017	0	1926	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		154	760		1464	
Travel Time (s)		3.5	17.3		33.3	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	881	739	0	86	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.4%		**ICU Level of Service F**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰↱	
Traffic Vol, veh/h	**50**	761	650	23	20	42
Future Vol, veh/h	50	761	650	23	20	42
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	91	91	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	54	827	714	25	28	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	739	0	-	0	1662	727
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	935	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	876	-	-	-	108	427
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	385	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	876	-	-	-	96	427
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	385	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	35.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	876	-	-	-	202
HCM Lane V/C Ratio	0.062	-	-	-	0.426
HCM Control Delay (s)	9.4	0	-	-	35.4
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	614	763	15	18	44
Future Volume (vph)	21	614	763	15	18	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	16	12
Satd. Flow (prot)	0	2003	2021	0	1919	0
Flt Permitted		0.998			0.986	
Satd. Flow (perm)	0	2003	2021	0	1919	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		154	760		1464	
Travel Time (s)		3.5	17.3		33.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.74	0.74
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	690	845	0	83	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋔	
Traffic Vol, veh/h	21	614	763	15	18	44
Future Vol, veh/h	21	614	763	15	18	44
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	74	74
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	23	667	829	16	24	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	845	0	-	0	1550	837
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	713	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	800	-	-	-	127	370
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	489	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	800	-	-	-	121	370
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	489	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	29
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	800	-	-	-	232
HCM Lane V/C Ratio	0.029	-	-	-	0.361
HCM Control Delay (s)	9.6	0	-	-	29
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			↱
Traffic Volume (vph)	135	406	472	19	0	0
Future Volume (vph)	135	406	472	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12
Satd. Flow (prot)	0	1892	1872	0	0	1863
Flt Permitted		0.988				
Satd. Flow (perm)	0	1892	1872	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1153	822		389	
Travel Time (s)		26.2	18.7		8.8	
Peak Hour Factor	0.84	0.84	0.76	0.76	0.92	0.92
Heavy Vehicles (%)	1%	3%	1%	0%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	644	646	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑			↱
Traffic Vol, veh/h	135	406	472	19	0	0
Future Vol, veh/h	135	406	472	19	0	0
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	84	84	76	76	92	92
Heavy Vehicles, %	1	3	1	0	2	2
Mvmt Flow	161	483	621	25	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	646	0	-	0	-	634
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.11	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.318
Pot Cap-1 Maneuver	944	-	-	-	0	479
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	944	-	-	-	-	479
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	944	-	-	-	-
HCM Lane V/C Ratio	0.17	-	-	-	-
HCM Control Delay (s)	9.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			↱
Traffic Volume (vph)	152	678	498	29	0	0
Future Volume (vph)	152	678	498	29	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12
Satd. Flow (prot)	0	1930	1869	0	0	1863
Flt Permitted		0.991				
Satd. Flow (perm)	0	1930	1869	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1153	822		389	
Travel Time (s)		26.2	18.7		8.8	
Peak Hour Factor	0.98	0.98	0.91	0.91	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	847	579	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.7%		**ICU Level of Service D**	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑			↱
Traffic Vol, veh/h	152	678	498	29	0	0
Future Vol, veh/h	152	678	498	29	0	0
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	98	98	91	91	92	92
Heavy Vehicles, %	0	1	1	0	2	2
Mvmt Flow	155	692	547	32	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	579	0	-	0	-	563
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	1005	-	-	-	0	526
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1005	-	-	-	-	526
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1005	-	-	-	-
HCM Lane V/C Ratio	0.154	-	-	-	-
HCM Control Delay (s)	9.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			↱
Traffic Volume (vph)	155	603	528	32	0	0
Future Volume (vph)	155	603	528	32	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12
Satd. Flow (prot)	0	1928	1867	0	0	1863
Flt Permitted		0.990				
Satd. Flow (perm)	0	1928	1867	0	0	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		1153	822		389	
Travel Time (s)		26.2	18.7		8.8	
Peak Hour Factor	0.97	0.97	0.84	0.84	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	782	667	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.7%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑			↱
Traffic Vol, veh/h	155	603	528	32	0	0
Future Vol, veh/h	155	603	528	32	0	0
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	97	97	84	84	92	92
Heavy Vehicles, %	0	1	1	0	2	2
Mvmt Flow	160	622	629	38	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	667	0	-	0	-	648
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	932	-	-	-	0	470
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	932	-	-	-	-	470
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	932	-	-	-	-
HCM Lane V/C Ratio	0.171	-	-	-	-
HCM Control Delay (s)	9.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	-