Transportation Systems Management and Operations Study

OCTOBER 2019

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of Transportation

Contents

1 INTRODUCTION

The City of Paris and the Tennessee Department of Transportation (TDOT) initiated the city-wide signal study in October 2018 after the City made a successful application for Tennessee Transportation Systems Management and Operations (TSM&O) funds. This document identifies the vision and goals for the study and presents the findings of the study team in the form of a data inventory, overview of public involvement, existing conditions review, traffic analysis and recommendations for improvements and policy guidance.

Paris is located in the north-western portion of Tennessee. The purpose for the grant was to facilitate the city's request for a needs assessment of the city's signalized intersections, optimizing traffic signal timings and operations, determining viability of signal coordination and establishing a recommendation plan that would lead to implementation of recommendations as part of future procurement phases.

1.1 PROJECT STUDY AREA

The project study area includes an approximately 2.3 mile section of Wood Street, 0.3 mile portion of Market Street, 0.1 mile portion of Poplar Street, 0.5 mile portion of Veterans Drive, 0.8 mile portion of Mineral Wells Drive, 0.6 mile portion of Memorial Drive, 0.4 mile portion of Volunteer Drive, and the intersections of SR-76 at SR-218, Lone Oak Road at Wilson Street, and Tyson Ave at Joy Street within Paris, Henry County. The study area is show in **Figure 1.1**.

Wood Street serves as the primary east-west route throughout the city, which feeds into the downtown district. Veterans Drive is the primary north-south route that feeds into the downtown district. The main routes within the downtown district are Market Street and Wood Street. Mineral Wells Avenue also serves as a main corridor with access to numerous commercial developments.

Figure 1.1 Paris TSM&O Study Area

1.2 GRANT APPLICATION BACKGROUND

The purpose of the grant application was to seek funds for a study to identify strategies to improve existing traffic signal operations within the study area for vehicular traffic and pedestrians. Specifically, the study analyzed the corridors to identify deficiencies and develop improvement strategies for:

- Safety improvements at intersections and identified high accident locations
- Operational improvements at critical locations
- Proposed coordination and signal timing optimization
- Accommodation of pedestrian improvements at signalized intersections

The benefits to the community will take the form of visible, near-term improvements that will be critical for vehicular traffic that commutes daily throughout the city. Immediate benefits will come from operational modifications and minor construction projects for spot improvements. A proposed action plan will provide a systematic approach to implementation and further development of study recommendations.

The goal of the study included four distinct but related concepts: overall signalized corridor plan, signal timing and maintenance issues, spot intersection improvements, and safety-focused considerations.

- The spot intersection improvement considerations include both low-cost operational improvements, as well as, slightly more involved projects, which require cabinet equipment replacement, pedestrian improvements, and phasing operational changes. The study provides information regarding these projects, including functional schematics and cost estimates where applicable, to allow them to be developed either as locally funded projects, through the TDOT Locally Managed Projects process, or through traditional TDOT project development channels.
- Safety considerations play a direct role in the study's evaluation and suggestions. This includes intersection and segmental factors. Vehicle crash records and field observations inform the study's review and ultimate recommendations.
- Signal timing and maintenance issues are addressed on both an intersection and corridor level. Uniform documentation of coding sheets and coordination for major routes will be investigated and analyzed for the betterment of the community.
- The overall plan will be used to guide implementation of the individual study elements to ensure that future improvements are done in a way that is logical for the planned future development of the corridor.

1.3 VISION

The vision of the Paris TSM&O Study is to address prevailing community concerns and plan for future needs within the study area by developing a comprehensive signal timing optimization plan for the study area that addresses current deficiencies in safety, provides actionable guidance for improvements, and creates a framework to guide future transportation infrastructure development and public investment through economic development policy for the subject routes.

1.4 STUDY TEAM

Individuals representing TDOT and the City of Paris comprised the Study Team. Neel-Schaffer, Inc. assisted in the process. Representatives of the organizations include:

Kim Foster, *City Manager, City of Paris*

Jennifer Morris, *Community Development Director, City of Paris*

Ben Bradberry, *Northwest Tennessee Development Director*

Paris Board of Public Utilities

Ashley Owens, *TDOT*

Antoine Hawkins, *TDOT*

Greg Judy, *Neel-Schaffer, Inc.*

Trey Todd, *Neel-Schaffer, Inc.*

Jacob Carson, *Neel-Schaffer, Inc*

2 DATA COLLECTION AND INVENTORY

The data collection and inventory process included a review of traffic, crash history and existing plan documents.

2.1 TRAFFIC COUNTS

Traffic Counts were conducted on February 21, 2019 at the locations shown in **Figure 2.1** and listed below.

Peak Hour Turning Movement Count Locations:

1. Mineral Wells Drive at Memorial Drive
2. Memorial Drive at Volunteer Drive
3. Memorial Drive at Mineral Wells Drive
4. Mineral Wells Drive at Jim Adams Drive
5. Mineral Wells Drive at Tyson Ave
6. Veterans Drive at Dunlap Street
7. W. Wood Street at Irvine Street
8. S. Market Street at Blythe Street
9. Market Street at Wood Street
10. N. Market Street at Washington Street
11. N. Market Street at Ruff Street
12. Washington Street at Poplar Street
13. E. Wood Street at Poplar Street
14. E. Wood Street at Brewer Street
15. E. Wood Street at Highland Street
16. E. Wood Street at Lake Street
17. E. Wood Street at Tyson Avenue
18. E. Wood Street at Chickasaw Road/ Fairgrounds Road

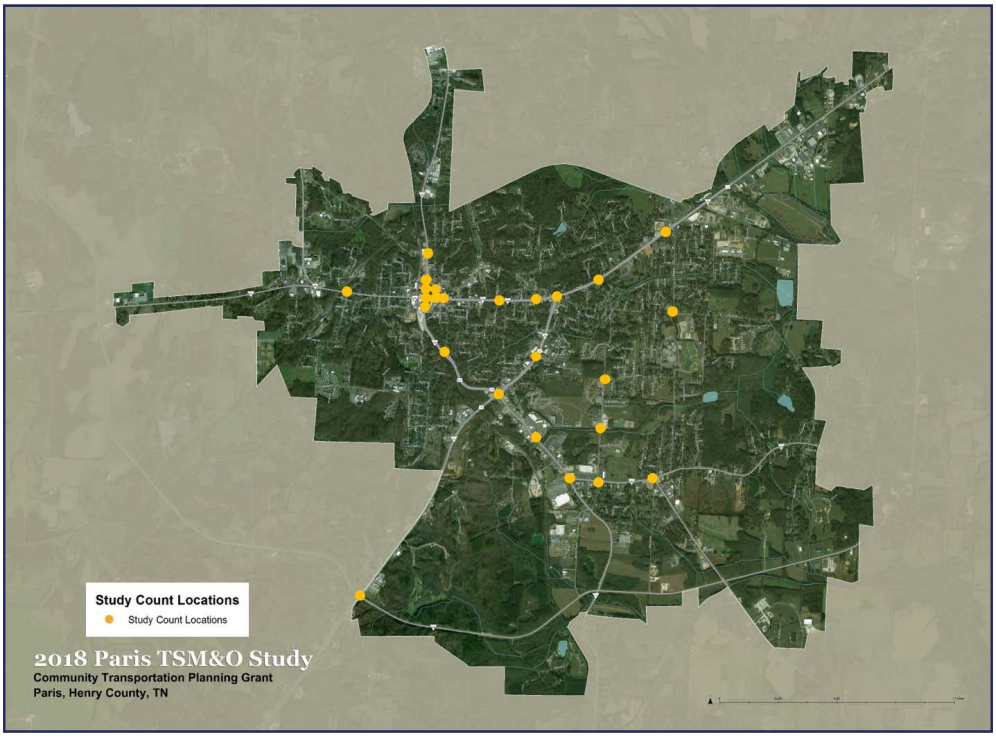


Figure 2.1 Paris TSM&O Study Count Locations

The count data was collected using video cameras on site and processed manually in the office. Counts were conducted between the hours of 7 AM-9 AM, 11 AM-1 PM, and 4 PM-6 PM for all intersections. These counts made it possible to conduct the capacity analysis on both an intersection and corridor basis. Results of the counts are included in Appendix A.

In addition to the turning movement counts, 24-hour bi-directional ADT counts were utilized from TDOT at the below intersections:

- E. Wood Street between Market Street and Highland Street
- E. Wood Street between Highland Street and Fairgrounds Road/Chickasaw Road
- Veterans Drive between Blythe Street and Tyson Avenue
- Mineral Wells Drive between Tyson Avenue and Memorial Drive
- Memorial Drive between Mineral Wells Avenue and US-641
- Volunteer Drive between Patriot Avenue and Jim Adams Drive

Along with these traffic counts, a field inventory was collected at all study area intersections to clearly define traffic parameters. These parameters include lane widths, speed limits, and photo record of all approaches at each intersection. Sample field inventory data collection sheets are included as **Figure 2.2**.

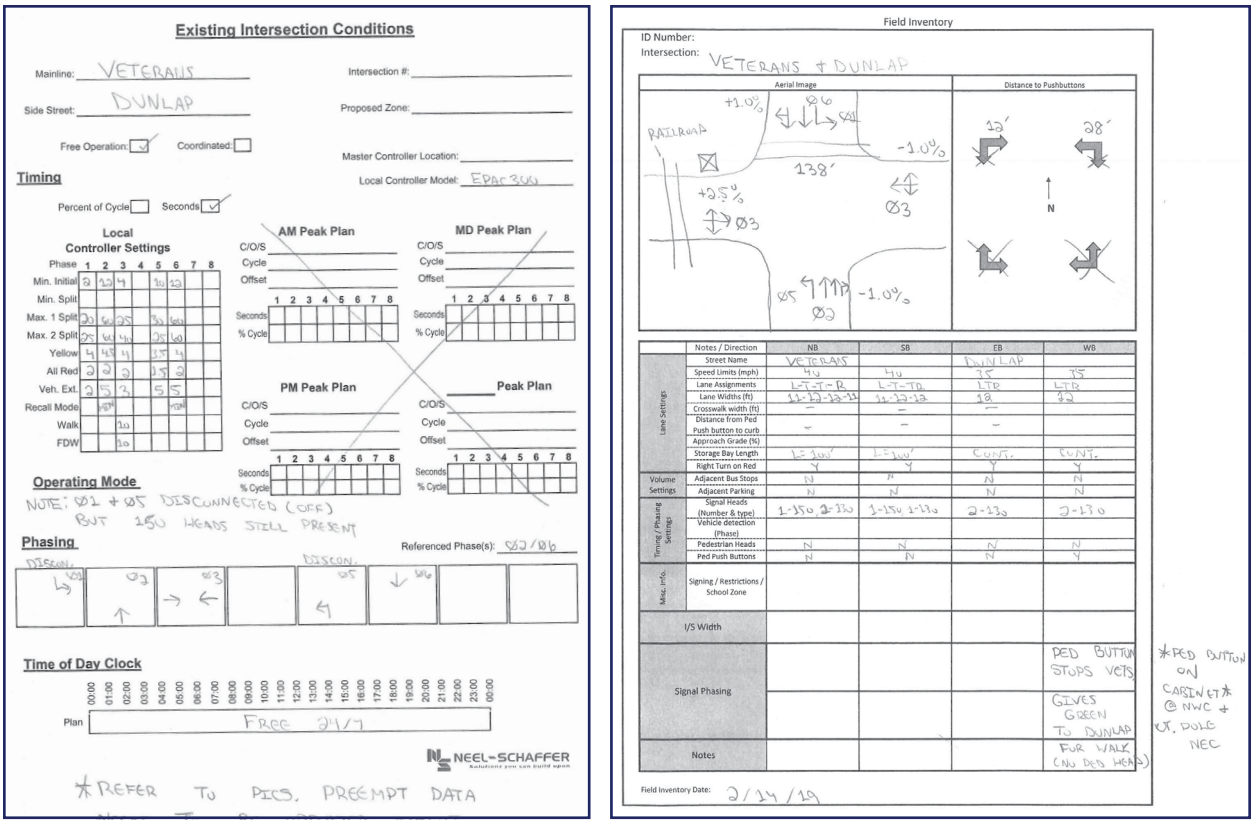


Figure 2.2 Example Field Inventory Sheets – Veterans Drive at Dunlap Street

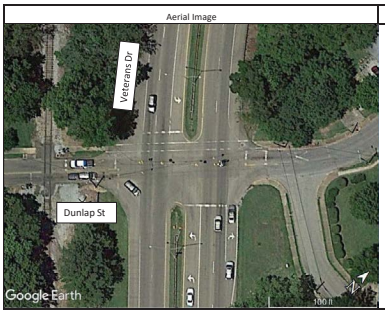
The project team conducted a field visit on February 14, 2019 to collect data required for analyzing existing conditions and developing the proposed signal timings. A sample of the type of information documented consisted of, but was not limited to, the following parameters:

- Number of approach lanes
- Length of auxiliary turn lanes
- Lane assignments
- Regulatory and warning signs in close proximity to intersection
- Adjacent bus stops, bike lanes, and parking surrounding the intersection
- Speed Limits
- Traffic signal phasing
- Storage Bay Length
- Vehicle detection
- Crosswalk distance
- Approach grades
- Intersection width
- Number and type of signal head for all approaches
- Pictures of each approach and signal cabinet

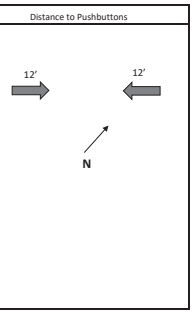
Field inventory sheets were formalized for City of Paris staff and others to readily use and are provided in Appendix B. An example of the formatting of the sheet is below in **Figure 2.3**.

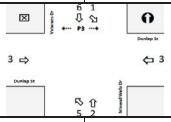
ID Number:
Intersection: **SR-69 (US641) Veterans Dr / Dunlap St**

Aerial Image



Distance to Pushbuttons



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Veterans Dr	Veterans Dr	Dunlap St	Dunlap St
	Speed Limits (mph)	40	40	35	35
	Lane Assignments	L-T-T-R	L-T-TR	LTR	LTR
	Lane Widths (ft)	11-12-12-11	11-12-12	12	12
	Crosswalk width (ft)	n/a	n/a	n/a	138
	Distance from Ped Push button to curb	n/a	n/a	n/a	See diagram
	Approach Grade (%)	-1.00	+1.00	+2.50	-1.00
	Storage Bay Length	L=100', R=55'	L=110'	CONT.	CONT.
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	1-150A2L,1-130	2-130	2-130
	Vehicle detection (Phase)	2,5	6,1	3	3
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	Y
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	At grade railroad crossing	n/a
I/S Width		70'	70'	115'	115'
Signal Phasing					
Notes		Ped button stops Veterans Dr and gives green to Dunlap St.		Ped push button on cabinet.	Ped push button on utility pole.

Field Inventory Date: 2/14/2019

Figure 2.3 Formalized Field Inventory Sheet

2.2 CRASH HISTORY

Crash data was collected within the study area for records dating from 2016 to 2018. The crash data was taken from information maintained by TDOT. Data was aggregated by intersection for use in the crash analysis discussed in Section 3.3 of this document. The data was used to identify high hazard locations and crash patterns in the crash analysis. Appendix D provides raw crash data from TDOT.

2.3 EXISTING TRANSPORTATION STUDIES AND REPORTS

The following documents were consulted during the study process:

1. TDOT Multi-modal Standard Drawings
2. TDOT Traffic Design Manual

These documents were consulted to ensure consistency and efficiency of the plan with all ongoing planning efforts.

3 CHAPTER 3: EXISTING CONDITIONS

3.1 CAPACITY ANALYSIS/LEVEL OF SERVICE

Assimilation of the traffic movement counts and field inventory made it possible to conduct a capacity analysis on all the intersections within the study area and along the subject corridors. The analysis was quantified Level of Service (LOS), which incorporated overall total delay for signalized intersections.

The concept of Level of Service is defined as a qualitative measure of traffic flow describing operational conditions within a traffic stream based on road conditions and the perceptions of motorists. A Level of Service (LOS) designation provides characterization of the quality of traffic flow in terms of factors such as speed, travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. The LOS analysis results in an assignment of a letter value to the intersection based on traffic control measures at the respective location.

3.1.1 SIGNALIZED INTERSECTIONS

The LOS criterion for signalized intersections is referred to as control delay. Control delay accounts for interruption of traffic flow in addition to the time actually spent stopped. Control delay involves delay in association with deceleration, queue up-movement, and re-start acceleration. Levels of service for signalized intersections are calculated using the operational analysis methodology of the 2016 *Highway Capacity Manual, Version 6*. This method assesses the effects of signal type, timing, phasing, and progression; vehicle mix, and geometrics on delay. Level of Service designations are based solely on the criterion of calculated average control-delay per vehicle, since delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time (**Table 3.1**).

Table 3.1 Level of Service Criteria Signalized Intersections[1]

Level of Service	Control Display per Vehicle (Seconds)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

[1]Source: *Highway Capacity Manual*, 5th Edition, Transportation Research Board; Washington, DC; 2011.

3.1.2 INTERSECTION LEVELS OF SERVICE

After review of the LOS analysis results, it was determined if a LOS grade of D or lower was assigned then further recommendations should be established to promote efficient traffic operations. Study assessment determined that a LOS designation of C would be the threshold of acceptable performance. Dense urban areas frequently experience high traffic volumes where LOS designations of D and lower are commonly accepted by drivers because. In more rural areas, such as Paris and Henry County, a LOS condition of D or worse is an indication that improvements to infrastructure could improve service levels and alleviate congestion. Traffic count data was used to determine the peak AM, mid-day, and PM travel times at each intersection. The AM peak travel time was determined to be 7:30 AM- 8:30 AM, the mid-day peak lasted from 11:30 AM to 12:30 PM and the PM peak lasted

from 4:00 PM to 5:00 PM. **Table 3.2** documents the existing LOS for each intersection in the study area. For signalized intersections, LOS represents overall intersection performance for each peak period. The LOS for AM, mid-day and PM peaks is illustrated in **Figures 3.1**, **3.2**, and **3.3**. Appendix D provides LOS output reports for each intersection under existing conditions.

Table 3.2 Existing Level of Service – Intersection Level of Service Analysis

	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
Intersection	AM	MD	PM	AM	MD	PM	
W Wood St & Irvine St	A	A	A				Detection present on NB approach but constant call for Phase 4 (NB & SB)
W Wood St & Market St	B	B	B				Left turn phases operate under the same phase due to existing equipment
N Market St & Rison St	A	A	A				
N Market St & Ruff St	B	B	B				
N Market St & Washington St	A	A	B				
S Market St & Blythe St	A	A	B				
E Washington St & Poplar St	A	A	A				
E Wood St & Poplar St	A	A	A				
E Wood St & Brewer St	A	A	A				
E Wood St & Highland St	A	A	A				
E Wood St & Lake St	A	A	A				
E Wood St & Tyson Ave	B	B	B				
E Wood St & Volunteer Dr	B	B	B				
E Wood St & Fairgrounds Rd /Chickasaw Rd	A	A	A				Broken detector on SB approach. Phase 2 (SB) constant call.
Veterans Dr & Dunlap St	A	A	A				Pedestrian Push Button stops Veterans Dr (NB & SB) and gives green to Dunlap St. Phase 1 (SB LT) and Phase 5 (NB LT) are disconnected but two 150A2L signal heads are present.
Veterans Dr/Mineral Wells Dr & Tyson Ave	B	B	C				
Mineral Wells Dr & Jim Adams Dr	B	B	B				
Mineral Wells Dr & Memorial Dr	B	B	B				
Memorial Dr & Volunteer Dr	A	B	B				
Memorial Dr & SR-69/US-641	B	B	B				
Volunteer Dr & Patriot Ave	C	B	C				AM and PM Peak Plan programs are not running.
Volunteer Dr & Jim Adams Dr	B	B	B				AM and PM Peak Plan programs are not running.
Tyson Ave & Joy St	B	B	B				
SR-76/US-79 & SR-218	A	A	A				
Lone Oak Rd & Wilson St	A	A	A				Stop Bars are not present.

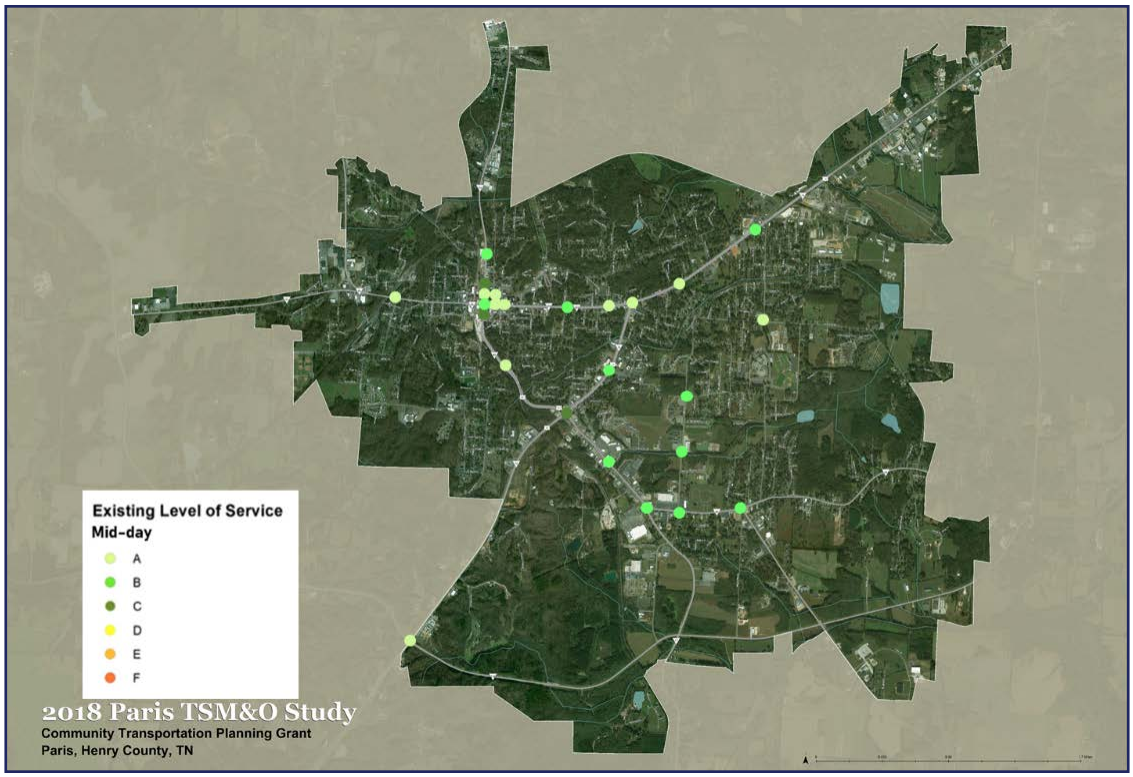


Figure 3.1 Existing Level of Service – AM Peak

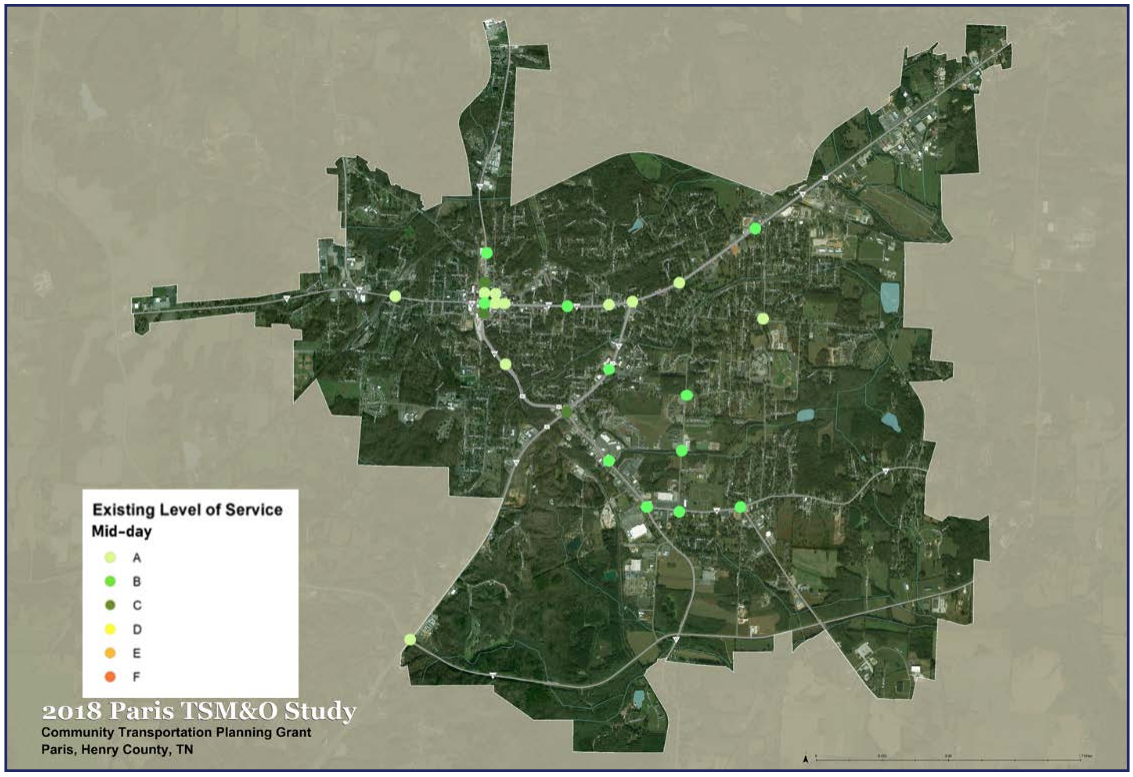


Figure 3.2 Existing Level of Service – Mid-day Peak

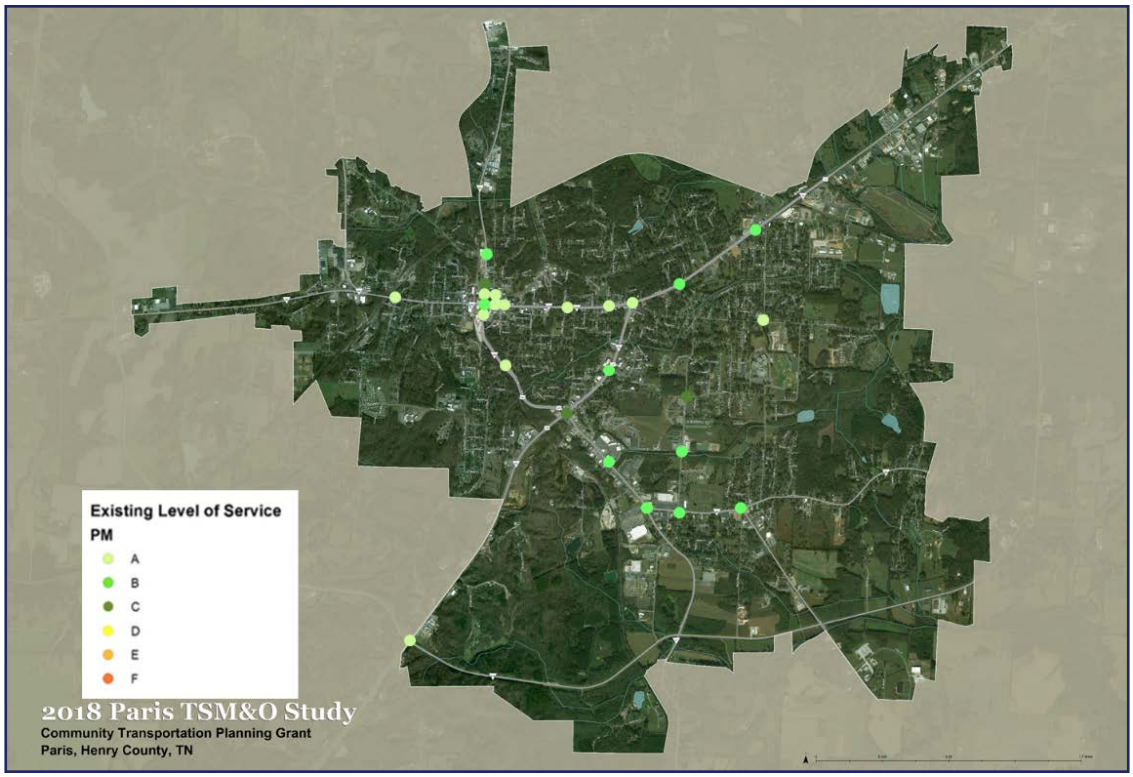


Figure 3.3 Existing Level of Service – PM Peak

3.2 AVERAGE DAILY TRAFFIC

In addition to Level of Service analysis, the overall magnitude of average daily traffic (ADT) volumes traveling within corridor segments can indicate desired directional preference and planned vehicle progression.

ADT counts also made it possible to develop Time-of-Day operating plans for different traffic signal timing plans at individual intersection. The project team documented 24-hour, ADT counts along three main arterials within the city. Results of these count volumes are included for Veterans Drive, E. Wood Street, and Mineral Wells Avenue within the study area (**Figure 3.4**, **3.5**, **3.6**). These figures identify peak points of vehicular volume throughout the typical day.

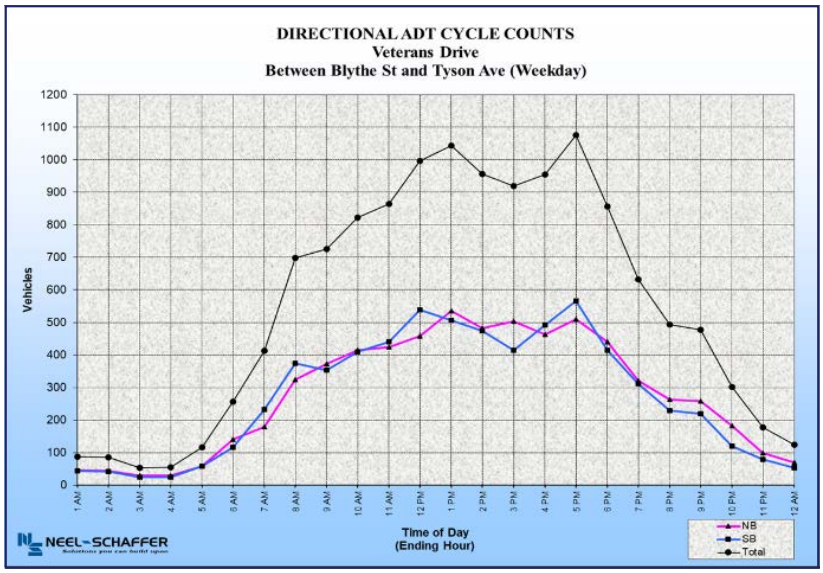


Figure 3.4 Veterans Drive Peak Hour Volume

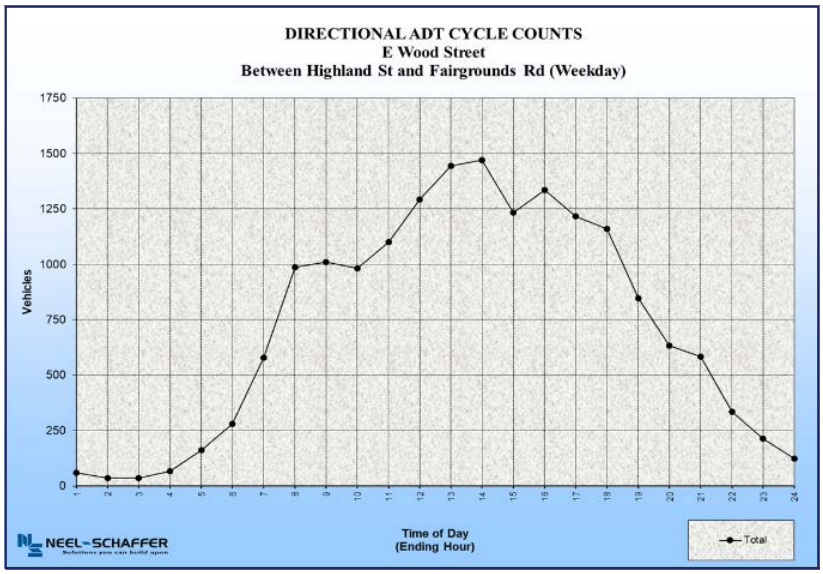


Figure 3.5 E. Wood Street Peak Hour Volume

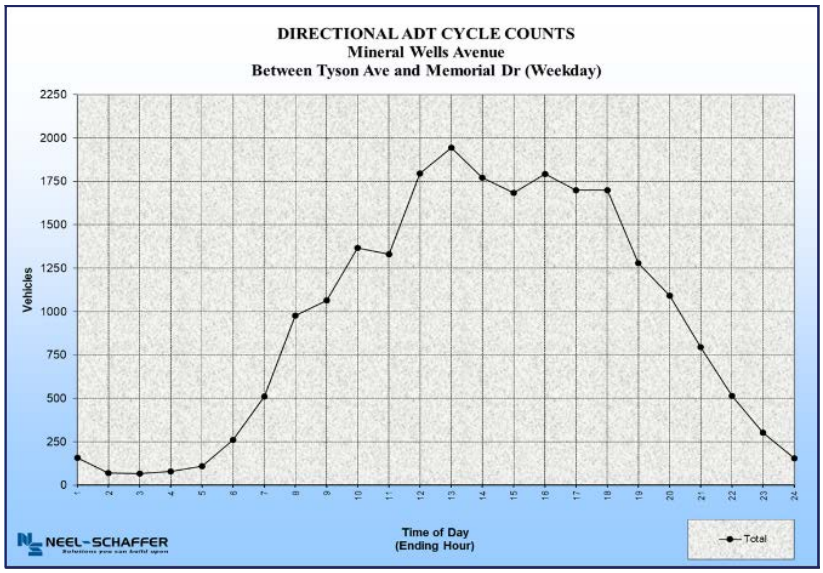


Figure 3.6 Minerals Wells Avenue Peak Hour Volume

3.3 CRASH ANALYSIS

data between the years of 2016 to 2018, roadway geometrics based on number of lanes and median type, and Annual Average Daily Traffic Volumes were compiled for the study area by intersection and utilized to determine a critical crash rate for each intersection.

The methodology of the crash analysis is detailed as follow:

1. Crash data was presented to the consultant group from TDOT for all intersections within the corridor
2. The manner of collision made it possible to identify possible trends of safety concerns.
3. The total number of crashes at study intersections and statewide crash rate averages made it possible to develop a critical crash rate for all intersections.
4. Crash rates at each intersection were compared to the Tennessee Statewide Average Crash Rate. Locations moderately above state average are highlighted in yellow while areas only slightly above average are highlighted in green on **Table 3.3**. These rates are illustrated in **Figures 3.7**.
5. Evaluation of the crash data identified several intersections moderately above the average statewide crash rate, most notably:

- S Market Street at Blythe Street
- Mineral Wells Drive at Tyson Avenue
- Mineral Wells Drive at Jim Adams Drive
- Memorial Drive at US-641
- SR-76 at SR-218

The referenced intersections exhibited a trend of experiencing angle collisions. This could indicate insufficient clearance intervals that have not been updated using the latest standard formulas provided by TDOT's Clearance Interval Policy. Another possible indicator of angle collisions are signal operations. Most notably, Mineral Wells Drive and Tyson Avenue has protected and protected-permissive left turn phasing. When conducting field inventory, it was noticed that "0" seconds of All-Red clearance time was programmed. This could be a notable contributing factor to the amount of angle collisions.

Table 3.3 Paris Crash Rates – Crash Data Analysis (2016-2018)

LOCATION	CRASH TYPE				MANNER OF COLLISION				VOLUME	STATISTICAL COMPUTATIONS			
Intersection	Total Number of Crashes	Property Damage	Injury	Fatal	Rear-End	Angle	HeadOn	Sideswipe	Avg Entering Traffic Volume (vpd)	Crash Rate	Critical Crash Rate	TN Statewide Avg Crash Rate	Equiv PDO Rating [1]
W Wood St & Irvine St	5	2	3	0	3	2	0	0	9,152	0.499	0.674	0.666	35
Wood St & Market St	4	3	1	0	3	1	0	0	19,966	0.183	0.672	0.666	14
N Market St & Rison St	0	0	0	0	0	0	0	0	9,101	0.000	0.674	0.666	0
N Market St & Ruff St	0	0	0	0	0	0	0	0	12,563	0.000	0.673	0.666	0
N Market St & Washington St	3	3	0	0	1	2	0	0	12,596	0.218	0.673	0.666	3
S Market St & Blythe St	10	8	2	0	2	7	1	0	12,568	0.727	0.673	0.666	30
E Washington St & N Poplar St	2	2	0	0	1	1	0	0	2,950	0.619	0.680	0.666	2
E Wood St & Poplar St	0	0	0	0	0	0	0	0	9,897	0.000	0.674	0.666	0
E Wood St & Brewer St	1	1	0	0	0	1	0	0	9,861	0.093	0.674	0.666	1
E Wood St & Highland St	2	1	1	0	2	0	0	0	8,627	0.212	0.674	0.666	12
E Wood St & Lake St	4	2	2	0	1	3	0	0	9,942	0.367	0.674	0.666	24
E Wood St & Tyson Ave	10	8	2	0	3	4	1	2	18,577	0.492	0.778	0.772	30
E Wood St & Volunteer Dr	8	5	3	0	3	4	1	0	20,140	0.363	0.778	0.772	38
E Wood St & Fairground Rd /Chickasaw Rd	14	9	5	0	5	8	1	0	20,815	0.614	0.778	0.772	64
Veterans Dr & Dunlap St	12	5	7	0	3	8	1	0	14,518	0.755	0.779	0.772	82
Veterans Dr/ Mineral Wells Dr & Tyson Ave	37	22	15	0	12	21	0	4	25,308	1.335	0.777	0.772	187
Mineral Wells Dr & Jim Adams Dr	20	11	9	0	9	9	0	2	20,442	0.894	0.778	0.772	110
Mineral Wells Dr & Memorial Dr	11	11	0	0	2	6	0	3	17,015	0.590	0.778	0.772	11
Memorial Dr & Volunteer Dr	5	2	3	0	0	5	0	0	15,307	0.298	0.779	0.772	35
Memorial Dr & SR-69/US-641	10	8	2	0	1	6	1	2	11,688	0.781	0.780	0.772	30
Volunteer Dr & Patriot Ave*	3	1	1	1	2	1	0	0	13,068	0.210	0.779	0.772	554
Volunteer Dr & Jim Adams Dr	1	1	0	0	0	0	0	1	11,935	0.077	0.780	0.772	1
Tyson Ave & Joy St	3	1	2	0	0	3	0	0	13,187	0.208	0.779	0.772	23
SR-76/US-79 & SR-218	13	11	2	0	4	7	1	1	13,090	0.907	0.779	0.772	33
Lone Oak Rd & Wilson St	1	0	1	0	0	1	0	0	3,987	0.229	0.851	0.837	11

[1] EPDO Weighted Factors have come from HSM and AASHTO (2010). Fatal = 542, Injury = 11, PDO = 1

* FATALITY OCCURRED IN 2017

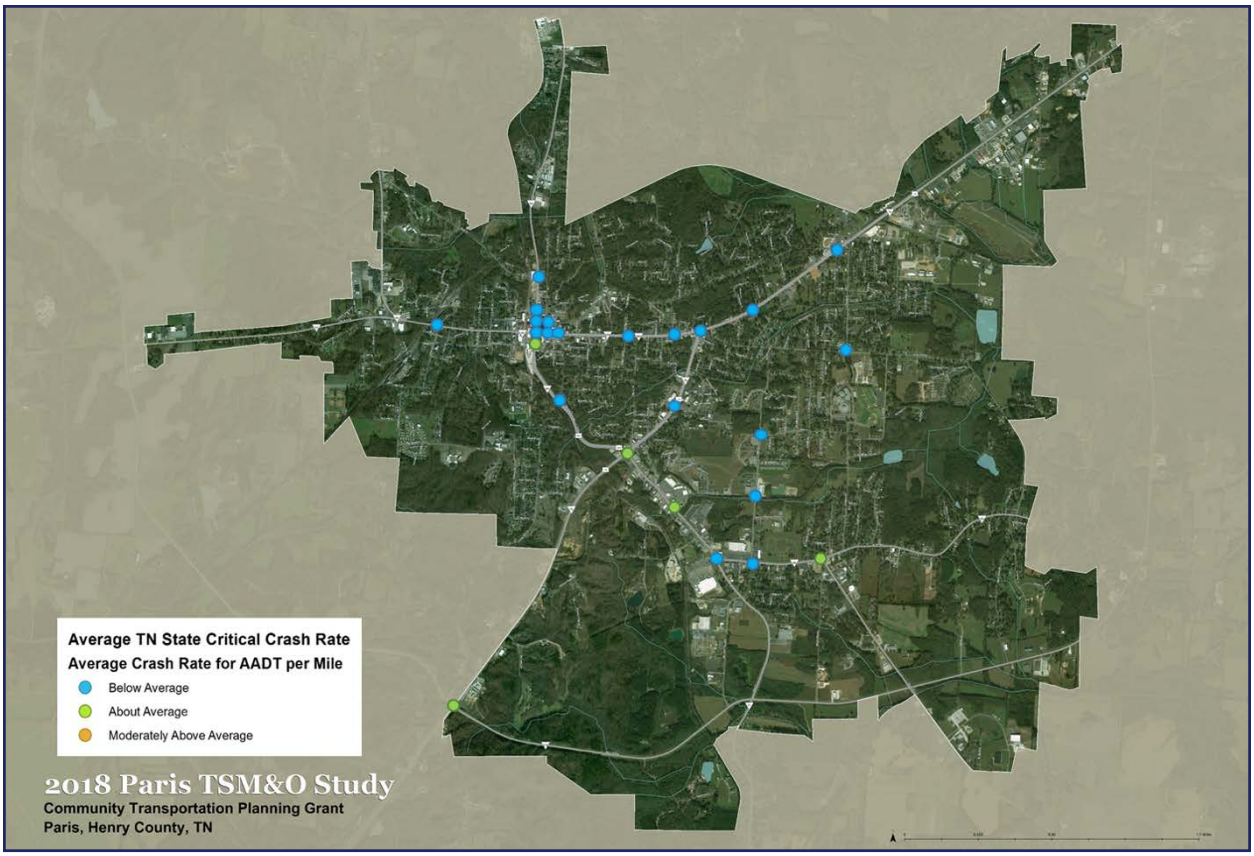


Figure 3.7 Paris Crash Rate Map

3.4 GEOMETRIC OPERATIONS REVIEW ASSESSMENT

Existing geometric conditions for all signalized intersection within the project were analyzed, and improvement opportunities were identified as needed. Five intersections were identified as potential locations that could benefit from operational changes, which will be discussed in depth in Chapter 4. These intersections are:

- Wood Street at Tyson Avenue
- Wood Street at Fairgrounds Road/Chickasaw Road
- Lone Oak Road at Wilson Street
- Wood Street at Irvine Street
- Wood Street at Lake Street

In addition to operational changes, review of existing conditions allowed for the project team to identify potential pedestrian and signal-related improvements at the following twelve intersections:

- Market Street at Ruff Street
- Market Street at Washington Street
- Washington Street at Poplar Street
- Market Street at Wood Street
- Wood Street at Poplar Street
- Wood Street at Brewer Street
- Market Street at Blythe Street
- Wood Street at Volunteer Drive
- Veterans Drive at Dunlap Street
- Veterans Drive/Mineral Wells Drive at Tyson Ave
- Mineral Wells Drive at Jim Adams Drive
- Memorial Drive at Volunteer Drive

3.5 BASIC TRAFFIC SIGNAL TIMING AND COORDINATED SIGNAL TIMING ANALYSIS RESULTS

Existing traffic signal timings for each intersection were analyzed, and Synchro 9 software was used to provide capacity analysis results. While conducting field inventory, it was noted that most intersection within the project area currently operate under “Free” operation with no coordinated timings. Signal timings were updated and customized based on demand throughout the entire day. Clearance intervals were also updated and carefully reviewed. Chapter 4 provides detailed discussion on the benefits of coordination and the assessment measures used to determine if arterials are candidates for coordination.

4 CHAPTER 4: RECOMMENDATIONS

4.1 INTERSECTION OPERATIONAL IMPROVEMENTS

After careful analysis of existing conditions and existing signal timings, evaluation concluded that specific intersections could benefit from operational improvements. These improvements include, but are not limited to signal phase changes, equipment modernization, including signal cabinet replacement, pedestrian accessibility modifications. Functional drawings were created for all proposed intersection operational improvement scenarios and can be in Appendix I.

Intersections that were identified as candidates for operational improvements include:

- Market Street at Ruff Street (Downtown CBD Area)
- Market Street at Washington Street (Downtown CBD Area)
- Washington Street at Poplar Street (Downtown CBD Area)
- Market Street at Wood Street (Downtown CBD Area)
- Wood Street at Poplar Street (Downtown CBD Area)
- Wood Street at Brewer Street (Downtown CBD Area)
- Market Street at Blythe Street (Downtown CBD Area)
- Wood Street at Tyson Avenue
- Wood Street at Volunteer Drive
- Wood Street at Fairgrounds Road/Chickasaw Road
- Veterans Drive at Dunlap Street
- Veterans Drive/Mineral Wells Drive at Tyson Avenue
- Mineral Wells Drive at Jim Adams Drive
- Memorial Drive at Volunteer Drive
- Lone Oak Road Wilson Street
- Wood Street at Irvine Street
- Wood Street at Lake Street

Table 4.1 below provides a summary of improvements that are proposed based on intersection.

Table 4.1 Summary of Proposed Improvements

Intersection	Action Plan	Planning Level Cost Estimate
Ruff Street & Market Street	ADA Improvements, Pedestrian and Signal Upgrade	$116,499.03
Washington Street & Market Street	ADA Improvements, Pedestrian and Signal Upgrade	$142,823.96
Washington Street & Poplar Street	ADA Improvements, Pedestrian and Signal Upgrade	$143,910.71
Wood Street & Market Street	ADA Improvements, Pedestrian and Signal Upgrade	$150,270.21
Wood Street & Poplar Street	ADA Improvements, Pedestrian and Signal Upgrade	$144,053.03
Wood Street & Brewer Street	ADA Improvements, Pedestrian and Signal Upgrade	$131,341.21
Blythe Street & Market Street	ADA Improvements, Pedestrian and Signal Upgrade	$102,228.96
Wood Street & Tyson Avenue	Operational Improvement	$20,324.53
Wood Street & Volunteer Drive	Pedestrian Upgrade	$40,325.73
Wood Street & Chickasaw/Fairgrounds	Operational Improvement	$119,807.12
Veterans Drive & Dunlap Street	Pedestrian Upgrade	$37,935.28
Veterans Drive & Tyson Avenue	Sign Replacement and Operational Improvement	$13,800.00
Mineral Wells & Jim Adams	Pedestrian Upgrade	$32,579.39
Memorial Drive & Volunteer	Pedestrian Upgrade	$41,185.93
Lone Oak & Wilson	Signal Upgrade and Operational Improvement	$54,649.55
Wood Street & Irvine Street	Signal Upgrade and Operational Improvement	$58,778.17
Wood Street & Lake Street	Signal Upgrade and Operational Improvement	$52,912.82
City-wide Improvements	Equipment Upgrades and Operational Improvement	$48,222.56
Paris TSMO	**Full Implementation of all Proposed Improvements**	**$1,451,648.19**

Downtown CBD intersections currently have electromechanical equipment and operate under two-phase conditions, except for Market Street at Wood Street which is operating under four-phase conditions due to the protected-permissive left turns. All of these intersections (seven in total) also have crosswalks with no pedestrian signalization. As an outcome of the study, the following improvements have been suggested at all intersections within the downtown area: improve curb ramps to meet current accessibility guidelines; install pole-mounted signal cabinets, install new signal controllers, install GPS synchronization units; install new longitudinal crosswalks; replace signal heads with those that have backplates. Curb ramps are to be installed per TDOT standard drawings.

Wood Street at Tyson Avenue currently operates under four-phase conditions. It has been proposed to install new vehicle detectors, signal controller, and GPS unit at this intersection. It would be beneficial to implement eight-phase traffic signal operation at this intersection.

Wood Street at Fairgrounds Road/Chickasaw Road currently operates under two-phase conditions. It has been proposed to install new vehicle detectors, signal controller, and GPS unit at this intersection. Along with this, there are future plans to extend the sidewalk along Fairgrounds Road. It was brought to the attention of the project team to improve pedestrian facilities at this intersection, which includes raised channelized islands for pedestrian refuge, longitudinal crosswalk pavement markings, and pedestrian signalization.

Veterans Drive at Dunlap Street currently has pedestrian pushbuttons installed on the signal cabinet and adjacent utility pole, which allow pedestrians to activate the signal's pedestrian signal features and to cross Veterans Drive. It has been proposed to remove the existing pedestrian pushbuttons and install new pedestal poles with modern pedestrian signal equipment along with longitudinal crosswalk pavement markings to provide sufficient visibility.

Veterans Drive/Mineral Wells at Tyson Avenue currently has an existing R10-10 ("Left Turn Signal") sign for the protected-permissive southbound left turn movement. This sign should only be used for protected-only left turn movements. It has been proposed to remove the R10-10 sign and install a R10-12 ("Left Turn Yield On Green") sign for the protected-permissive left turn movement.

Mineral Wells Drive at Jim Adams Drive and **Memorial Drive at Volunteer Drive** currently has "Walk"/"Don't Walk" pedestrian signal heads. It has been proposed to update the pedestrian signals to countdown-style displays and replace the pedestrian pushbuttons with Audible Pedestrian Signal (APS) pushbuttons, while installing longitudinal crosswalk pavement markings for all approaches.

Lone Oak Road at Wilson Street, Wood Street at Irvine Street, and **Wood Street at Lake Street** currently have electromechanical equipment. It has been proposed to install new signal cabinets, a new signal controller, GPS unit, and loop detection at these intersections. Because Lone Oak Road at Wilson Street and Wood Street at Irvine Street are isolated signals, it is recommended that they are fully-actuated vehicle detection for all approaches to reduce delay for all approaches. Wood Street at Lake Street has been proposed to have semi-actuated vehicle detection for the side-street only due to proximity of the intersection to nearby coordinated intersections on Wood Street.

In addition to individual intersection improvements, it has been proposed to have coordinated timings operate for the AM, Mid-day, and PM peak periods along E. Wood Street, Mineral Wells Drive, and the Downtown CBD area. E. Wood Street and Mineral Wells Drive serve as reliable corridors for coordination due to platoons within the peak periods of the day. Under existing conditions, all intersections within the corridors function under "Free" operation (non-coordinated), excluding the Downtown CBD area. Seven intersections within the downtown area have proposed coordinated timings. Although all seven intersections have coordinated timings, platoon progression was favored on Market Street and Wood Street. These seven intersections are proposed to run the same "Peak" coordinated pattern throughout the day with short cycle lengths that are similar to the current coordinated timings. The benefits of coordination will be further discussed within this chapter in "Time-Space Diagrams and Coordination" topic.

Figure 4.1 below presents a summary of the proposed operational improvement by intersection.

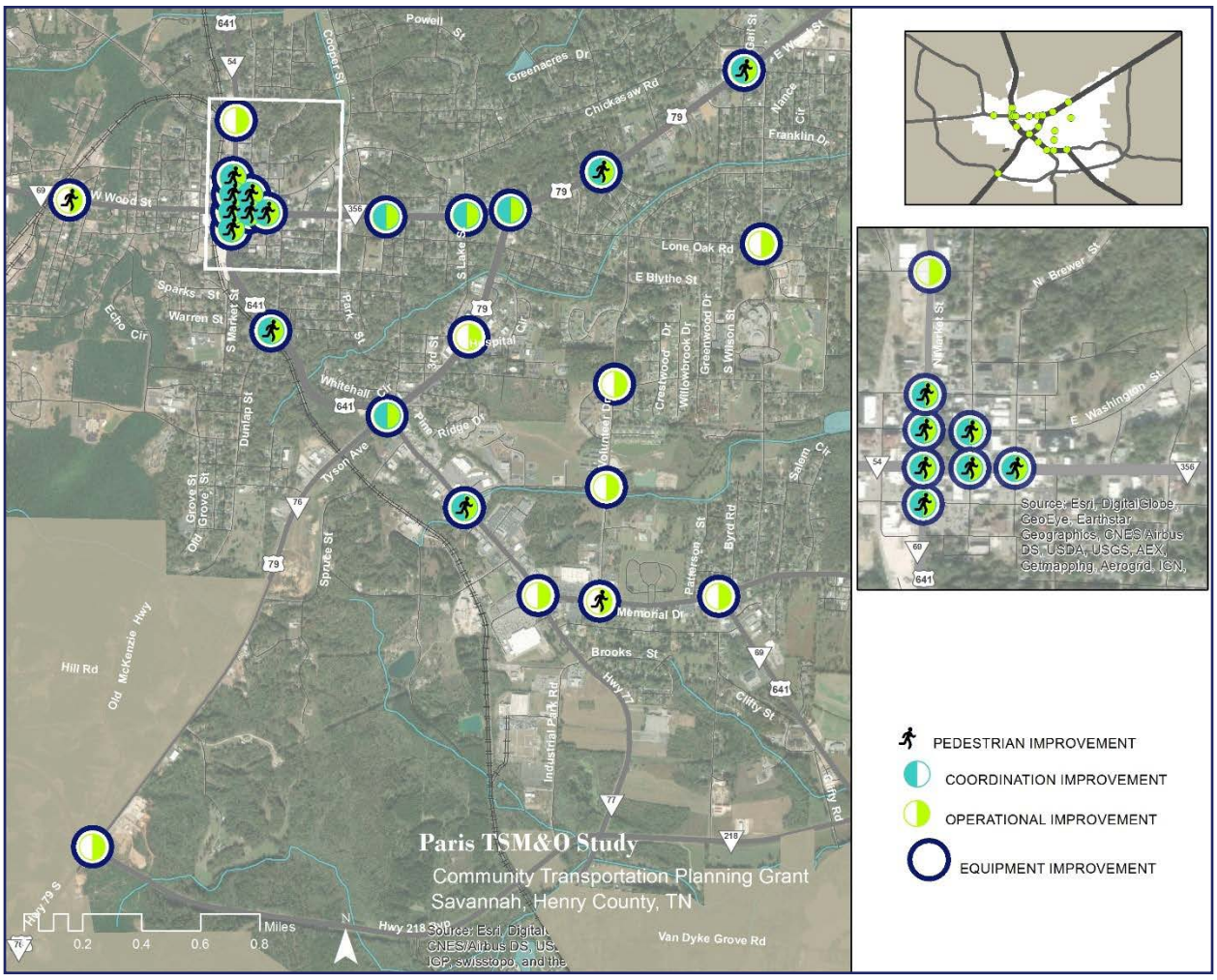


Figure 4.1 Paris TSM&O Proposed Improvements

4.1.1 INTERSECTION CLEARANCE INTERVALS

The project team carefully reviewed vehicular and pedestrian clearance times for intersectional intersections' signal phases. The vehicle clearance intervals include the red and yellow time periods while the pedestrian intervals include the Walk and Flashing-Don't-Walk intervals. Using field data collected at each intersection, the clearance intervals were calculated using TDOT's Clearance Interval Policy Guidelines along with the standards set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

Some vehicle clearance intervals increased due to geometric improvements at the intersection or the previous vehicle intervals did not meet current guidelines. The updated clearance intervals contribute to enhanced safety for pedestrians and motorists. Of the 25 intersections within the study area, twenty intersections had existing vehicular clearance intervals that required optimizing. As stated in Chapter 3, updating clearance intervals with careful analysis can prove beneficial to the safety of the public and motorists. Appendix E has a tabular comparison of both existing and proposed clearances.

4.1.2 TIME-SPACE DIAGRAMS AND COORDINATION

Coordination is the concept of having signalized intersections that are in relative proximity operate with progressed movements along a corridor or arterial. A preliminary analysis tool called the "Coupling Index" was used to determine if coordination would be preferred along E. Wood Street and Mineral Wells Drive. The Coupling Index factors bi-directional volume and distance between intersections and produces a numerical value greater than zero. According to the Federal Highway Administration (FHWA), it is recommended to "link all intersections that have a value greater than 50, consider linking intersections that have a have a value of 1 to 50, and do not link intersections that have a value of less than 1." **Tables 4.2**, **4.3**, and **4.4** show the Coupling Index values between signalized intersections along E. Wood Street for the AM, Mid-day, and PM peak periods. **Tables 4.5**, **4.6**, and **4.7** show the Coupling Index values between signalized intersections along Mineral Wells Drive for the AM, Mid-day, and PM peak periods.

Table 4.2 Coupling Index (Coordinability) Analysis – E. Wood Street AM Peak

Intersection Limits	Bi-Directional Volume (vph)	Distance (Miles)	Coupling Index (CI)
Highland St to Lake St	704	0.3	7.82
Lake St to Tyson Ave	753	0.2	18.83
Tyson Ave to Volunteer Dr	1159	0.3	12.88
Volunteer Dr to Fairground Rd	965	0.6	2.68

Table 4.3 Coupling Index (Coordinability) Analysis – E. Wood Street Mid-Day Peak

Intersection Limits	Bi-Directional Volume (vph)	Distance (Miles)	Coupling Index (CI)
Highland St to Lake St	720	0.3	8.00
Lake St to Tyson Ave	799	0.2	19.98
Tyson Ave to Volunteer Dr	965	0.3	10.72
Volunteer Dr to Fairground Rd	1055	0.6	2.93

Table 4.4 Coupling Index (Coordinability) Analysis – E. Wood Street PM Peak

Intersection Limits	Bi-Directional Volume (vph)	Distance (Miles)	Coupling Index (CI)
Highland St to Lake St	774	0.3	8.60
Lake St to Tyson Ave	889	0.2	22.23
Tyson Ave to Volunteer Dr	1340	0.3	14.89
Volunteer Dr to Fairground Rd	1144	0.6	3.18

NOTE: Coupling Index = $V/(D^2)$
V = Bi-Directional Volume (Divided By 1000)
D = Distance between Intersections (Miles)
* Main St EB Left Turns and WB Right Accounted for Coupling Index

Table 4.5 Coupling Index (Coordinability) Analysis – Veterans Drive and Mineral Wells AM Peak

Intersection Limits	Bi-Directional Volume (vph)	Distance (Miles)	Coupling Index (CI)
Dunlap St to Tyson Ave	1056	0.5	4.22
Tyson Ave to Jim Adams Dr	1220	0.4	7.63
Jim Adams Dr to Memorial Dr	1041	0.4	6.51

Table 4.6 Coupling Index (Coordinability) Analysis – Veterans Drive and Mineral Wells Mid-Day Peak

Intersection Limits	Bi-Directional Volume (vph)	Distance (Miles)	Coupling Index (CI)
Dunlap St to Tyson Ave	1047	0.5	4.19
Tyson Ave to Jim Adams Dr	1730	0.4	10.81
Jim Adams Dr to Memorial Dr	1698	0.4	10.61

Table 4.7 Coupling Index (Coordinability) Analysis – Veterans Drive and Mineral Wells PM Peak

Intersection Limits	Bi-Directional Volume (vph)	Distance (Miles)	Coupling Index (CI)
Dunlap St to Tyson Ave	1079	0.5	4.32
Tyson Ave to Jim Adams Dr	1705	0.4	10.66
Jim Adams Dr to Memorial Dr	1661	0.4	10.38

NOTE: Coupling Index = $V/(D^2)$ D = Distance between Intersections (Miles)

V = Bi-Directional Volume (Divided By 1000) * Main St EB Left Turns and WB Right Accounted for Coupling Index

According to the analysis results, coupling Index values verified that coordination would be advisable along E. Wood Street and Mineral Wells Drive for the AM, Mid-day, and PM peak periods.

When signals are coordinated, the overall goal is for platoons (reliable groups of vehicles) to move from one end of an arterial or corridor to the other with minimal stops. This is achieved by determining a suitable cycle length that achieves both "green-band" and reasonable delay for the side-street approaches at each intersection. Offsets are determined when defining a preferred direction of travel. **Figure 4.2** shows these concepts for the proposed AM peak coordinated pattern along E. Wood Street. The red and blue groups of diagonal lines represent platoons. For this specific period, it is anticipated that a motorist could travel from Chickasaw Road/Fairgrounds Road to Highland Street in the westbound direction without being stopped. Appendix F provides time-space diagrams for proposed conditions.

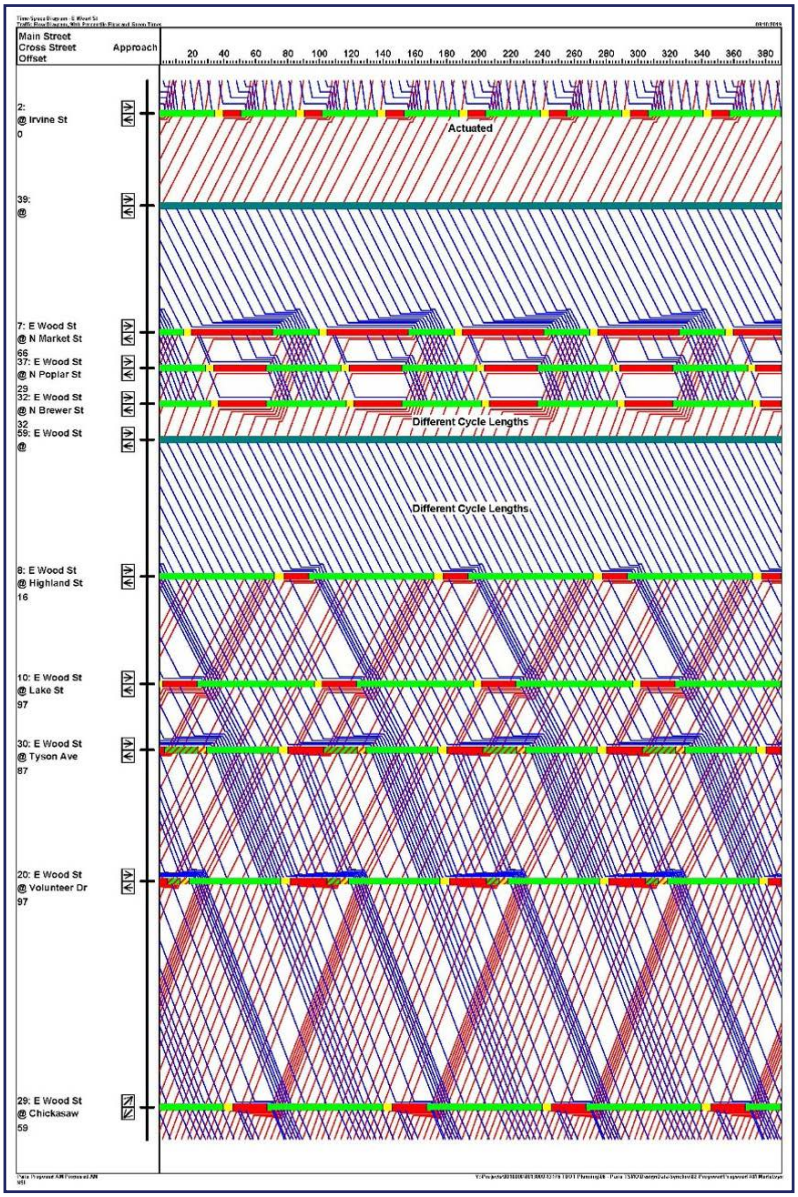


Figure 4.2 Time-Space Diagram – AM Peak

4.2 BEFORE/AFTER EVALUATION

4.2.1 INTERSECTION LEVELS OF SERVICE

As discussed in Chapter 3, a LOS study was conducted to assess existing conditions for all intersections within the TSM&O study. In order to compare the benefit of updated timings and coordinated patterns, the same methodology was used for proposed conditions. As **Tables 4.8** and **4.9** show below, LOS conditions did not vary much between existing and proposed conditions. This can be attributed to several factors: low volumes during the peak periods at each intersection and/or intersections operate under unconstrained, unsaturated flow. The LOS for AM, Mid-day, and PM peaks is illustrated in **Figures 4.3**, **4.4**, and **4.5**. Appendix F provides LOS output reports for each intersection under proposed conditions.

Table 4.8 Proposed Level of Service – Intersection Level of Service Analysis

	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
Intersection	AM	MD	PM	AM	MD	PM	
W Wood St & Irvine St	A	A	A	A	A	A	
W Wood St & Market St	B	B	B	B	B	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
N Market St & Rison St	A	A	A	A	A	A	
N Market St & Ruff St	B	B	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
N Market St & Washington St	A	A	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
S Market St & Blythe St	A	A	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Washington St & Poplar St	A	A	A	B	B	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Poplar St	A	A	A	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Brewer St	A	A	A	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Highland St	A	A	A	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Lake St	A	A	A	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Tyson Ave	B	B	B	A	A	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Volunteer Dr	B	B	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Fairgrounds Rd /Chickasaw Rd	A	A	A	B	A	B	Proposed Coordination for select hours Monday through Friday (AM,PM plans)
Veterans Dr & Dunlap St	A	A	A	B	A	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
Veterans Dr/Mineral Wells Dr & Tyson Ave	B	B	C	C	C	C	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
Mineral Wells Dr & Jim Adams Dr	B	B	B	A	B	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
Mineral Wells Dr & Memorial Dr	B	B	B	B	C	C	
Memorial Dr & Volunteer Dr	A	B	B	A	A	A	

Table 4.9 Proposed Level of Service – Intersection Level of Service Analysis (Continued)

	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
Intersection	AM	MD	PM	AM	MD	PM	
Memorial Dr & SR-69/US-641	B	B	B	B	B	B	
Volunteer Dr & Patriot Ave	C	B	C	C	B	C	
Volunteer Dr & Jim Adams Dr	B	B	B	B	B	B	
Tyson Ave & Joy St	B	B	B	B	B	B	
SR-76/US-79 & SR-218	A	A	A	A	A	A	
Lone Oak Rd & Wilson St	A	A	A	A	A	A	

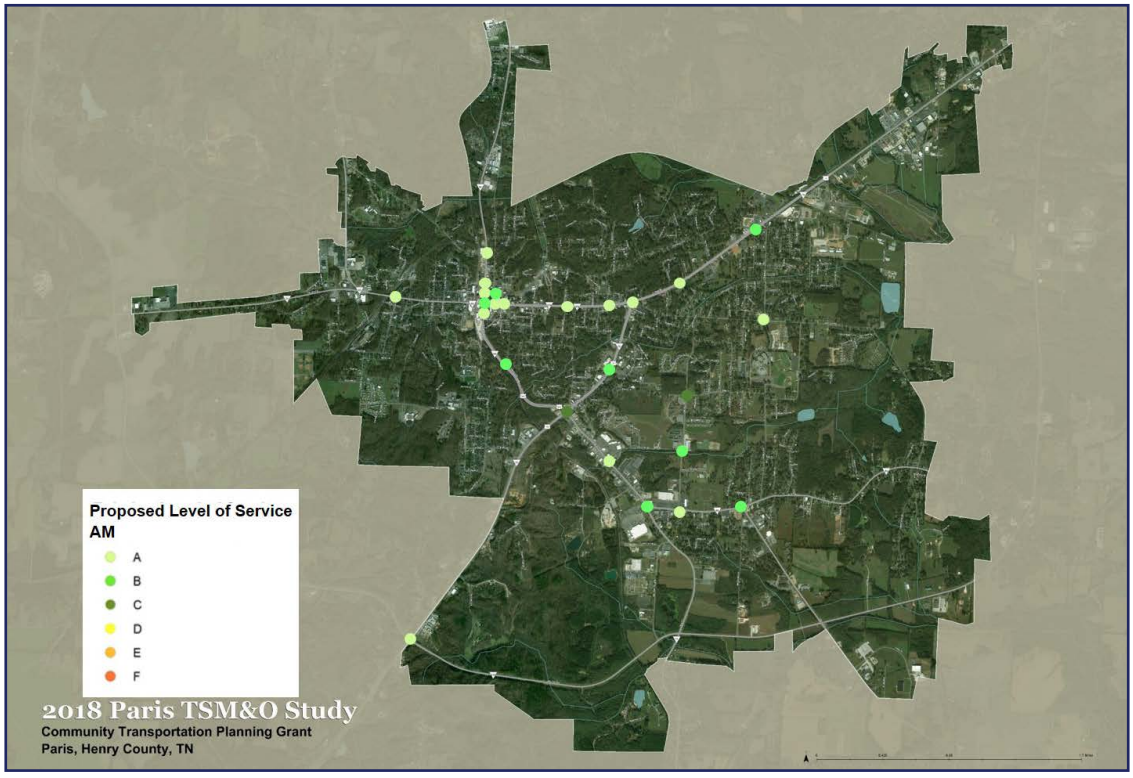


Figure 4.3 Proposed Level of Service – AM Peak

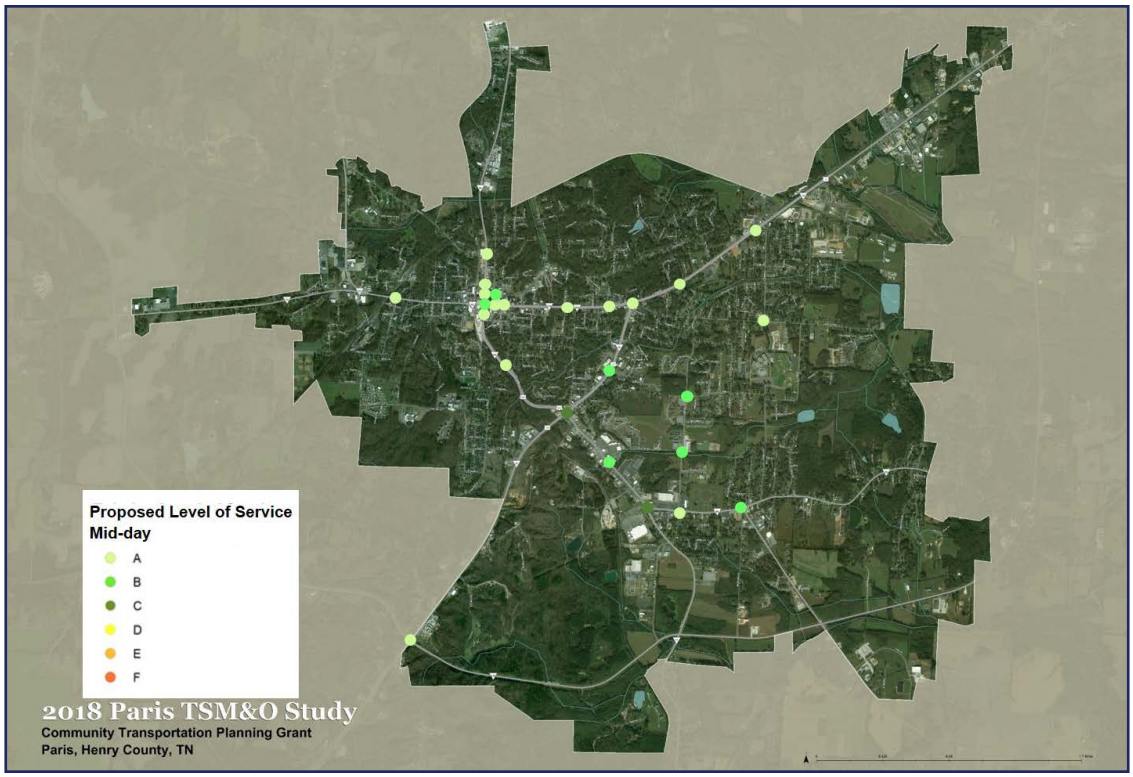


Figure 4.4 Proposed Level of Service – Mid-Day Peak

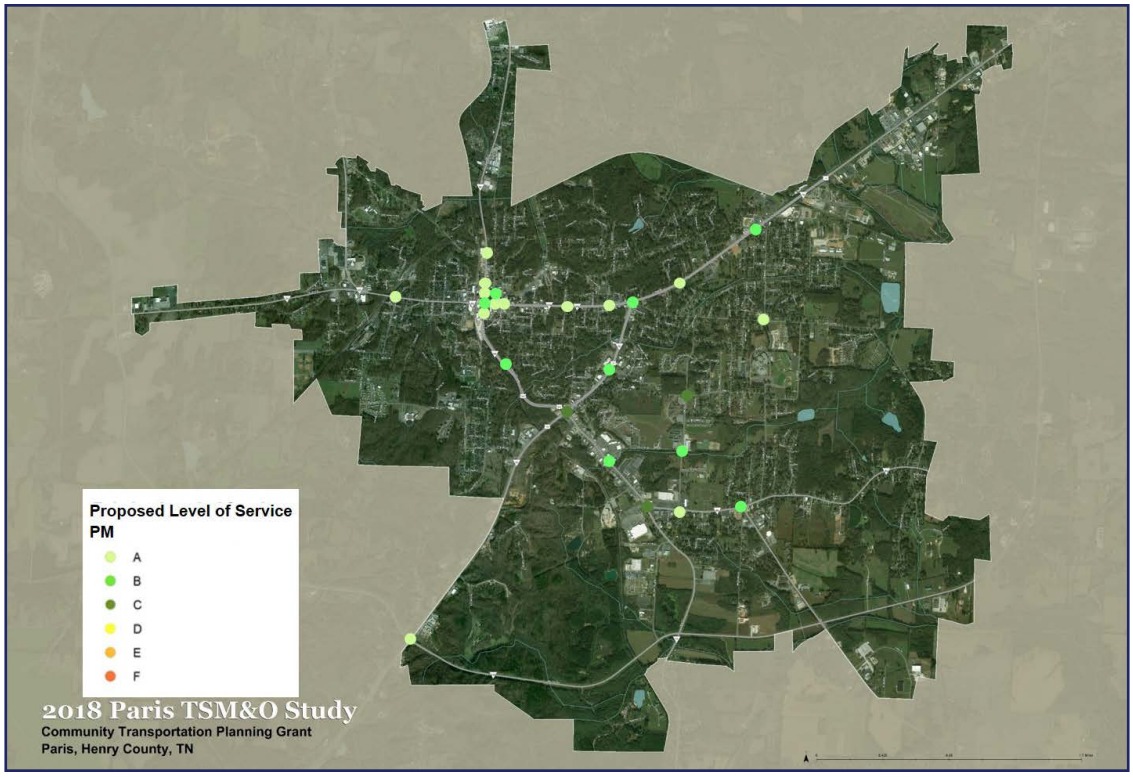


Figure 4.5 Proposed Level of Service – PM Peak

4.2.2 CORRIDOR MEASURES OF EFFECTIVENESS (MOE'S)

Because Level of Service results did not vary much between existing and proposed conditions, the design team investigated Measures of Effectiveness (MOE's) for specific corridors that are proposed to have coordination.

According to the FHWA, "the purpose of computing one or more traffic performance measures of effectiveness is to quantify the achievement of a project's traffic operations objective." There are several basic Measures of Effectiveness, but this study specifically quantified:

- Average Travel Time (Seconds per Vehicle)
- Average Delay (Seconds per Vehicle)
- Average Travel Speed (MPH)
- Total Stops (All Vehicles, All Approaches)

Study methodology utilized the Synchro 9 software to quantify the results that could effectively compare existing and proposed conditions. The two arterials that have Measures of Effectiveness Results are E. Wood Street and Mineral Wells Drive. It should be noted that results from Synchro 9 are formulated from computer-generated estimates, and should only serve as generalized indicators of improvements with coordination. **Tables 4.10**, and **4.11**, show MOE's for both directions of travel for each respective arterial. Appendix G provides output reports for measures of effectiveness under both existing and proposed conditions.

Table 4.10 E. Wood Street - Measures of Effectiveness

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Eastbound	186	204.7	10%	37.2	18.6	-50%	29	31	7%	727	381	-48%
	Westbound	161.9	143.3	-11%	31.1	18.7	-40%	28	31	11%	998	547	-45%
	Average	174	174	0%	34	19	-44%	29	31	7%	863	464	-46%
MD	Eastbound	150.3	82	-45%	27.3	13.7	-50%	30	29	-3%	807	382	-53%
	Westbound	143.2	130	-9%	20.5	6.8	-67%	30	32	7%	729	363	-50%
	Average	147	106	-28%	24	10	-58%	30	31	3%	768	373	-51%
PM	Eastbound	166.1	148.3	-11%	41.5	17.8	-57%	28	32	14%	1190	573	-52%
	Westbound	160.9	147.5	-8%	26.8	13.4	-50%	29	31	7%	874	503	-42%
	Average	164	148	-10%	34	16	-53%	29	32	10%	1032	538	-48%

[1] Measures of Effectiveness Results are taken from output reports within Synchro 9, and the Engineer shall not be held responsible for the accuracy of these results. The results are intended to show the improvement of implementing coordinated plans.

Table 4.11 Mineral Wells Drive - Measures of Effectiveness

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Northbound	148.4	137.4	-7%	44	22	-50%	25	30	20%	1055	557	-47%
	Southbound	133.8	121.1	-9%	31.9	19.1	-40%	26	31	19%	744	454	-39%
	Average	141	129	-9%	38	21	-45%	26	31	19%	900	506	-44%
MD	Northbound	154.5	146.2	-5%	50.1	33.4	-33%	22	26	18%	1419	748	-47%
	Southbound	136.9	107.8	-21%	45.6	20.7	-55%	21	29	38%	1189	707	-41%
	Average	146	127	-13%	48	27	-44%	22	28	27%	1304	728	-44%
PM	Northbound	156.5	147.6	-6%	44.7	35.8	-20%	23	26	13%	1297	987	-24%
	Southbound	144	120	-17%	48	20	-58%	21	29	38%	1322	674	-49%
	Average	150	134	-11%	46	28	-39%	22	28	27%	1310	831	-37%

[1] Measures of Effectiveness Results are taken from output reports within Synchro 9, and the Engineer shall not be held responsible for the accuracy of these results. The results are intended to show the improvement of implementing coordinated plans.

4.3 TRAFFIC SIGNAL TIMING SHEETS

The project team created customized documentation of proposed traffic signal timings to replicate the format of Paris' signal controllers. When conducting field inventory, the project team noticed that none of the controller cabinets within the city had coding sheets stored within them. The new sheets were developed to closely replicate the menus of the controllers making data entry by maintenance staff more efficient while minimizing coding errors. These sheets contain the proposed coordinated signal timings, the updated clearance interval information and the updated local controller settings. For those intersections not running coordinated patterns, "Max 1" and "Max 2" times were optimized for peak periods of travel. Most of the local controller information did not change, but project staff did review and update as needed. These sheets are also beneficial to technicians and staff that wish to make changes once timings are field implemented. Any changes to timing information can be documented and transparent to all staff to avoid confusion. In addition to updated timing information, Time-of-Day information was updated by using ADT information as explained in Chapter 3. ADT information let the project team identify the peak periods of travel along arterials. Appendix H has coding sheets for all intersections.

4.4 PLANNING LEVEL COST ESTIMATES

The project team tabulated preliminary quantities and estimates for the intersections with proposed operational improvements that are listed in Section 4.1. A contingency factor of 15% was assumed for the preliminary estimate, and cost estimates ranged from $20,400 to $150,300 for individual intersection projects. Appendix I provides cost estimates following the functional layouts.

Tabulation of the improvements provides an estimated total of approximately $1,452,000 for the entire study area. This total assumes that all signalized intersections will have their controllers updated to current SEPAC models and GPS units installed to synchronize time clocks. Market Street at Rison Street currently has an updated controller due to a recent construction project being completed. **Table 4.12** shows the overall estimate of the entire TSM&O project.

Table 4.12 Paris TSM&O – Cost Estimate

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	GRAND TOTAL
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	670	$20.00	$13,400.00
701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	3720	$12.00	$44,640.00
701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	2880	$31.00	$89,280.00
701-02.03	CONCRETE CURB RAMP	S.F.	520	$24.00	$12,480.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	31	$390.00	$12,090.00
712-01	TRAFFIC CONTROL	LS	17	$2,500.00	$42,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$9.00	$1,026.00
713-16.20	SIGNS (R10-12)	EACH	1	$300.00	$300.00
713-16.50	REMOVE AND REPLACE SIGN (REMOVE R10-10, INSTALL R10-12)	EACH	1	$200.00	$200.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	915	$15.00	$13,731.90
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	2896	$30.00	$86,871.00
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	540	$1.00	$540.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	4775	$1.50	$7,161.90
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	715	$6.00	$4,289.70
716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	4	$50.00	$200.00
717-01	MOBILIZATION	LS	16	$3,600.00	$57,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	8	$6,500.00	$52,000.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	2	$4,500.00	$9,000.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$2,500.00	$2,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	54	$1,200.00	$64,800.00
730-02.17	SIGNAL HEAD ASSEMBLY (150A2H WITH BACKPLATE)	EACH	2	$1,800.00	$3,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	45	$450.00	$20,250.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	10	$1,750.00	$17,500.00
730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	745	$1.50	$1,116.75
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	4680	$1.75	$8,189.83
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	10305	$2.00	$20,610.40
730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	25	$250.00	$6,250.00
730-14.01	SHIELDED DETECTOR CABLE	L.F.	1730	$1.50	$2,595.00
730-14.02	SAW SLOT	L.F.	3150	$3.50	$11,024.30
730-14.03	LOOP WIRE	L.F.	8895	$1.00	$8,895.30
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	105	$8.00	$836.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	1040	$10.00	$10,395.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	2755	$24.00	$66,127.20
730-12.30	TRENCHING	L.F.	580	$15.00	$8,703.00
730-15.07	CABINET (EIGHT PHASE POLE MOUNTED)	EACH	8	$12,600.00	$100,800.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	15	$3,500.00	$52,500.00
730-15.11	MODIFY CABINET (INSTALL EIGHT PHASE ACTUATED CONTROLLER)	EACH	14	$5,500.00	$77,000.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	10	$5,000.00	$50,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	10	$3,000.00	$30,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	23	$2,500.00	$57,500.00
730-26.04	AUDIBLE PEDESTRIAN SIGNAL	EACH	2	$1,500.00	$3,000.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	74	$2,500.00	$185,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	1160	$5.00	$5,799.50
				SUBTOTAL	$ 1,262,302.78
				CONTINGENCY (15%)	$ 189,345.42
				TOTAL	$ 1,451,648.19

4.5 IMPLEMENTATION GUIDANCE

The following guidance provides a step-by-step guide to implement proposed timings in the field:

1. Program initial timings (clearance intervals, vehicle extension times, minimum initial, etc.)
2. Program cycle length patterns, split times, offsets, and call out coordinated phases within controller
3. Program time-of-day plan that calls out coordinated patterns, Max 1 timings ("Free"), and Max 2 timings
4. Confirm cycle length and offsets with coding sheet and, if possible, another individual
5. Monitor vehicle splits
6. Observe progression and platooning of vehicles
7. Check for unexpected queuing
8. Drive the corridor during each peak period for multiple runs (at the beginning of the platoon, the middle of the platoon, and the trailing end of the platoon). Use the respective time-space diagram as a check that coordination is operating as anticipated
9. Make field changes as needed

These steps should be used for coordinated timings along E. Wood Street and Mineral Wells Drive. Intersections that are running non-coordinated should be field observed also to ensure that Max timings are appropriate for all approaches in order to minimize queuing and delay time.

4.6 ACTION PLAN

City of Paris staff and officials should have further discussion on a handful of topics that are related to the TSM&O goals. These include:

- **Standardization of Signal Controller Equipment** – Existing traffic signal equipment in the City of Paris includes twelve EPAC 300 controllers, ten intersections with electromechanical equipment, and three SEPAC m50 controllers. It is recommended to upgrade all EPAC 300 controllers to the SEPAC m50 model or better, along with removing electromechanical equipment and installing a cabinet and SEPAC m50 controller. The SEPAC m50 is highly compatible and user friendly for those that will be actively working on traffic signal related issues within the city.
- **Signal Timing Documentation** – As stated previously, coding sheets have been created and standardized for all intersections to reflect a proposed EPAC/SEPAC controller model. Standardization of these coding sheets makes it much easier for signal technicians and staff to know existing operations and to document any changes made in the field.
- **Alternative Vehicle Detection** – Inductive vehicle loops are being used primarily throughout the city, with a handful of intersections using video detection. There are three primary detection methods that could be utilized for future individual intersection projects. These include inductive loop, video, and radar detection. All detection methods have "pros" and "cons", which include but are not limited to maintenance, cost, and reliability. City of Paris staff should assess which technology is best suited for its needs and the city's maintenance resources.

- **Dedicated Funding Resource** – Individual projects shown previously should be included in a future Capital Improvement Plan in order to build consensus around the project and match funding where necessary. The City of Paris staff prioritized these projects within five different phases, with Downtown CBD phases being broken out based on future known grant opportunities. **Table 4.13** below identifies the five phases and estimated cost value for each phase.

Table 4.13 Project Prioritization by Phase

Phase Priority	Location of Phase	Planning Level Cost Estimate
Phase 1A	Downtown CBD Area - Market Street except Ruff/Market	$395,323.13
Phase 1B	Downtown CBD Area - Remaining Intersections	$535,803.98
Phase 2	Mineral Wells Ave/Veterans Drive	$91,326.42
Phase 3	East Wood Street	$238,835.54
Phase 4	Isolated Intersections (Lone Oak/Memorial/Irvine)	$190,359.12
Paris TSMO	**Full Implementation of all Proposed Improvements**	**$1,451,648.19**

It is recommended that the city coordinate development of a capital funding plan. Capital funding management should also be organized with TDOT to leverage costs or proposed design projects. Projects should be coordinated with regional planning and TDOT to ensure consistency and stakeholder involvement.

TSM&O
PARIS, TENNESSEE

Appendix A:
TRAFFIC DATA

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of
Transportation

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-54 at Ruff ST. in Paris TN
Site Code: STA-1
Start Date: 02/21/2019

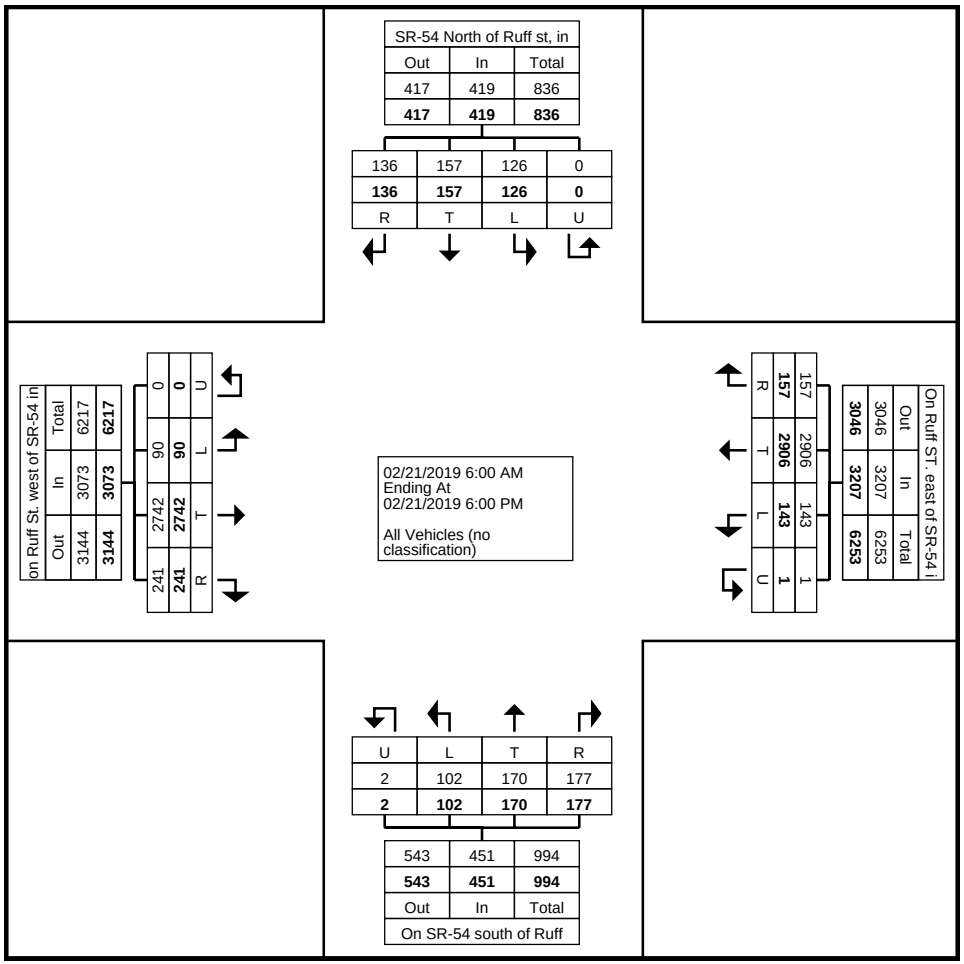
Turning Movement Data

Start Time	SR-54 North of Ruff st, in Paris TN Southbound					On Ruff ST. east of SR-54 in Paris Tn Westbound					On SR-54 south of Ruff St, in Paris TN Northbound					on Ruff St. west of SR-54 in Paris TN Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	0	1	33	0	0	34	1	0	0	0	1	1	28	0	0	29	64
6:15 AM	0	0	0	0	0	0	27	1	0	28	3	1	0	0	4	1	26	0	0	27	59
6:30 AM	0	1	3	0	4	1	45	1	0	47	2	0	1	0	3	1	40	1	0	42	96
6:45 AM	0	1	2	0	3	1	58	3	0	62	2	2	1	0	5	1	42	1	0	44	114
Hourly Total	0	2	5	0	7	3	163	5	0	171	8	3	2	0	13	4	136	2	0	142	333
7:00 AM	0	0	0	0	0	1	59	3	0	63	4	0	0	0	4	1	29	0	0	30	97
7:15 AM	2	0	4	0	6	3	73	0	0	76	4	1	1	0	6	2	24	1	0	27	115
7:30 AM	0	4	3	0	7	8	85	2	0	95	5	5	1	0	11	3	45	1	0	49	162
7:45 AM	0	3	2	0	5	6	69	3	1	79	1	1	0	0	2	4	53	2	0	59	145
Hourly Total	2	7	9	0	18	18	286	8	1	313	14	7	2	0	23	10	151	4	0	165	519
8:00 AM	1	2	1	0	4	2	40	1	0	43	4	2	0	0	6	4	41	1	0	46	99
8:15 AM	0	3	3	0	6	3	48	2	0	53	5	6	0	0	11	3	41	1	0	45	115
8:30 AM	1	2	2	0	5	3	53	1	0	57	3	3	1	0	7	4	48	2	0	54	123
8:45 AM	0	4	1	0	5	4	59	2	0	65	2	5	1	0	8	5	40	4	0	49	127
Hourly Total	2	11	7	0	20	12	200	6	0	218	14	16	2	0	32	16	170	8	0	194	464
9:00 AM	4	4	0	0	8	8	52	2	0	62	5	4	1	0	10	2	40	2	0	44	124
9:15 AM	4	6	0	0	10	4	56	3	0	63	2	5	0	0	7	4	42	7	0	53	133
9:30 AM	2	3	4	0	9	2	56	1	0	59	1	1	3	0	5	7	34	2	0	43	116
9:45 AM	4	1	2	0	7	0	47	1	0	48	2	0	3	0	5	7	54	3	0	64	124
Hourly Total	14	14	6	0	34	14	211	7	0	232	10	10	7	0	27	20	170	14	0	204	497
10:00 AM	0	2	2	0	4	4	49	2	0	55	0	1	1	0	2	5	53	2	0	60	121
10:15 AM	0	2	0	0	2	2	46	1	0	49	0	4	1	0	5	5	54	2	0	61	117
10:30 AM	5	2	0	0	7	5	53	1	0	59	2	7	5	0	14	5	59	4	0	68	148
10:45 AM	3	3	0	0	6	5	56	1	0	62	3	7	2	0	12	5	63	0	0	68	148
Hourly Total	8	9	2	0	19	16	204	5	0	225	5	19	9	0	33	20	229	8	0	257	534
11:00 AM	7	2	3	0	12	4	74	1	0	79	3	3	3	1	10	6	71	0	0	77	178
11:15 AM	3	4	3	0	10	0	56	5	0	61	2	2	4	0	8	6	39	0	0	45	124
11:30 AM	5	7	1	0	13	8	69	7	0	84	2	7	4	0	13	6	57	3	0	66	176
11:45 AM	7	0	3	0	10	6	54	2	0	62	4	8	2	0	14	9	54	5	0	68	154
Hourly Total	22	13	10	0	45	18	253	15	0	286	11	20	13	1	45	27	221	8	0	256	632
12:00 PM	4	8	5	0	17	2	59	6	0	67	2	7	1	0	10	9	59	3	0	71	165
12:15 PM	1	5	1	0	7	1	43	1	0	45	2	2	7	0	11	8	71	3	0	82	145
12:30 PM	4	0	2	0	6	3	64	1	0	68	6	0	2	0	8	7	73	3	0	83	165
12:45 PM	5	2	6	0	13	7	56	3	0	66	0	6	1	0	7	14	68	1	0	83	169
Hourly Total	14	15	14	0	43	13	222	11	0	246	10	15	11	0	36	38	271	10	0	319	644
1:00 PM	11	11	4	0	26	4	53	3	0	60	6	6	1	0	13	9	60	4	0	73	172
1:15 PM	3	5	3	0	11	2	62	3	0	67	2	5	5	0	12	5	67	1	0	73	163
1:30 PM	5	0	2	0	7	4	53	5	0	62	3	3	1	0	7	6	63	3	0	72	148
1:45 PM	2	4	6	0	12	2	66	1	0	69	6	5	2	0	13	4	58	2	0	64	158
Hourly Total	21	20	15	0	56	12	234	12	0	258	17	19	9	0	45	24	248	10	0	282	641
2:00 PM	4	1	4	0	9	4	63	7	0	74	3	8	4	0	15	7	64	1	0	72	170

2:15 PM	1	4	4	0	9	2	69	3	0	74	2	3	4	0	9	7	56	0	0	63	155
2:30 PM	1	1	2	0	4	0	57	5	0	62	4	5	6	0	15	2	63	2	0	67	148
2:45 PM	0	4	5	0	9	3	72	3	0	78	5	2	2	0	9	1	48	4	0	53	149
Hourly Total	6	10	15	0	31	9	261	18	0	288	14	18	16	0	48	17	231	7	0	255	622
3:00 PM	3	7	0	0	10	2	58	5	0	65	5	2	0	0	7	5	83	1	0	89	171
3:15 PM	3	4	5	0	12	4	68	8	0	80	11	2	4	0	17	10	58	5	0	73	182
3:30 PM	0	5	5	0	10	4	81	5	0	90	4	4	10	0	18	5	73	0	0	78	196
3:45 PM	1	6	11	0	18	4	63	3	0	70	3	3	6	0	12	3	66	3	0	72	172
Hourly Total	7	22	21	0	50	14	270	21	0	305	23	11	20	0	54	23	280	9	0	312	721
4:00 PM	10	10	7	0	27	5	71	6	0	82	7	5	0	0	12	9	91	3	0	103	224
4:15 PM	5	7	1	0	13	4	75	4	0	83	6	8	4	1	19	5	80	0	0	85	200
4:30 PM	5	7	1	0	13	8	101	8	0	117	12	1	2	0	15	7	86	0	0	93	238
4:45 PM	2	4	4	0	10	2	77	7	0	86	3	4	2	0	9	5	84	2	0	91	196
Hourly Total	22	28	13	0	63	19	324	25	0	368	28	18	8	1	55	26	341	5	0	372	858
5:00 PM	11	4	4	0	19	5	67	4	0	76	9	3	0	0	12	7	82	1	0	90	197
5:15 PM	2	0	3	0	5	3	71	1	0	75	5	6	1	0	12	7	90	0	0	97	189
5:30 PM	5	1	1	0	7	1	74	4	0	79	4	4	1	0	9	1	58	2	0	61	156
5:45 PM	0	1	1	0	2	0	66	1	0	67	5	1	1	0	7	1	64	2	0	67	143
Hourly Total	18	6	9	0	33	9	278	10	0	297	23	14	3	0	40	16	294	5	0	315	685
Grand Total	136	157	126	0	419	157	2906	143	1	3207	177	170	102	2	451	241	2742	90	0	3073	7150
Approach %	32.5	37.5	30.1	0.0	-	4.9	90.6	4.5	0.0	-	39.2	37.7	22.6	0.4	-	7.8	89.2	2.9	0.0	-	-
Total %	1.9	2.2	1.8	0.0	5.9	2.2	40.6	2.0	0.0	44.9	2.5	2.4	1.4	0.0	6.3	3.4	38.3	1.3	0.0	43.0	-
All Vehicles (no classification)	136	157	126	0	419	157	2906	143	1	3207	177	170	102	2	451	241	2742	90	0	3073	7150
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-54 at Ruff ST. in Paris TN
Site Code: STA-1
Start Date: 02/21/2019

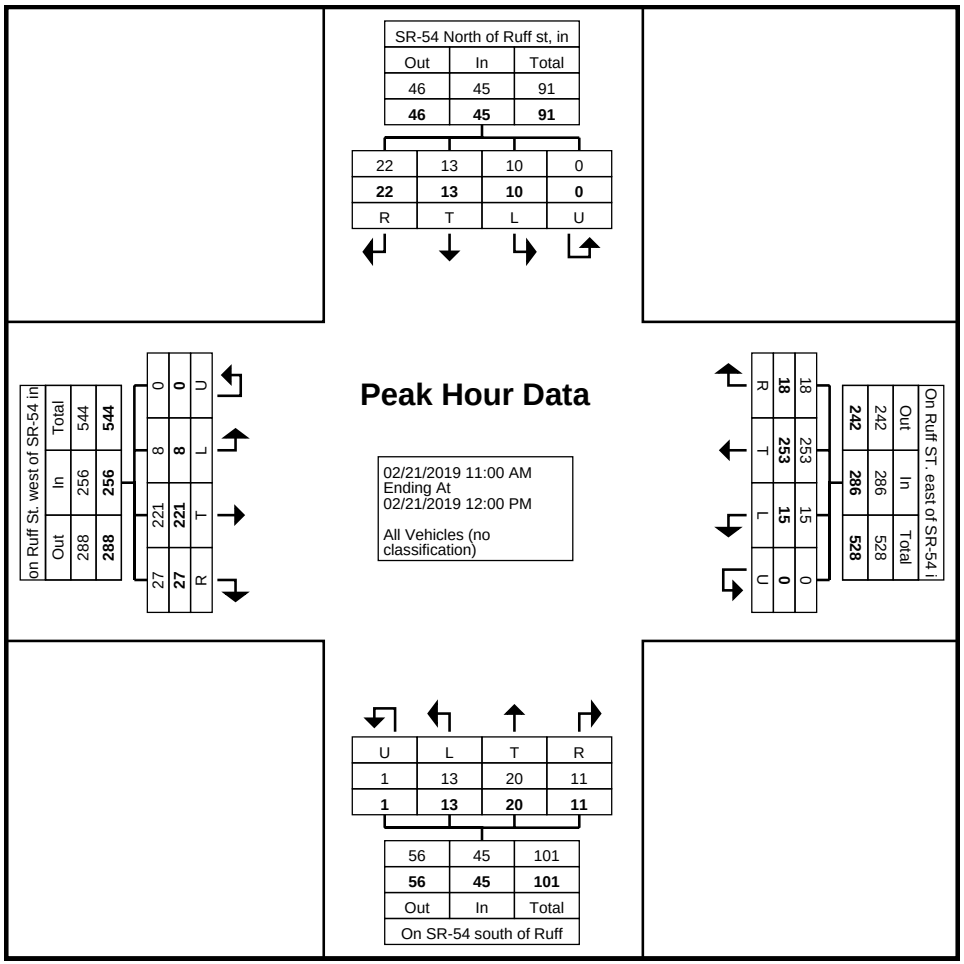
Turning Movement Peak Hour Data (11:00 AM)

Start Time	SR-54 North of Ruff st, in Paris TN Southbound					On Ruff ST. east of SR-54 in Paris Tn Westbound					On SR-54 south of Ruff St, in Paris TN Northbound					on Ruff St. west of SR-54 in Paris TN Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	7	2	3	0	12	4	74	1	0	79	3	3	3	1	10	6	71	0	0	77	178
11:15 AM	3	4	3	0	10	0	56	5	0	61	2	2	4	0	8	6	39	0	0	45	124
11:30 AM	5	7	1	0	13	8	69	7	0	84	2	7	4	0	13	6	57	3	0	66	176
11:45 AM	7	0	3	0	10	6	54	2	0	62	4	8	2	0	14	9	54	5	0	68	154
Total	22	13	10	0	45	18	253	15	0	286	11	20	13	1	45	27	221	8	0	256	632
Approach %	48.9	28.9	22.2	0.0	-	6.3	88.5	5.2	0.0	-	24.4	44.4	28.9	2.2	-	10.5	86.3	3.1	0.0	-	-
Total %	3.5	2.1	1.6	0.0	7.1	2.8	40.0	2.4	0.0	45.3	1.7	3.2	2.1	0.2	7.1	4.3	35.0	1.3	0.0	40.5	-
PHF	0.786	0.464	0.833	0.000	0.865	0.563	0.855	0.536	0.000	0.851	0.688	0.625	0.813	0.250	0.804	0.750	0.778	0.400	0.000	0.831	0.888
All Vehicles (no classification)	22	13	10	0	45	18	253	15	0	286	11	20	13	1	45	27	221	8	0	256	632
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-54 at Ruff ST. in Paris TN
Site Code: STA-1
Start Date: 02/21/2019



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

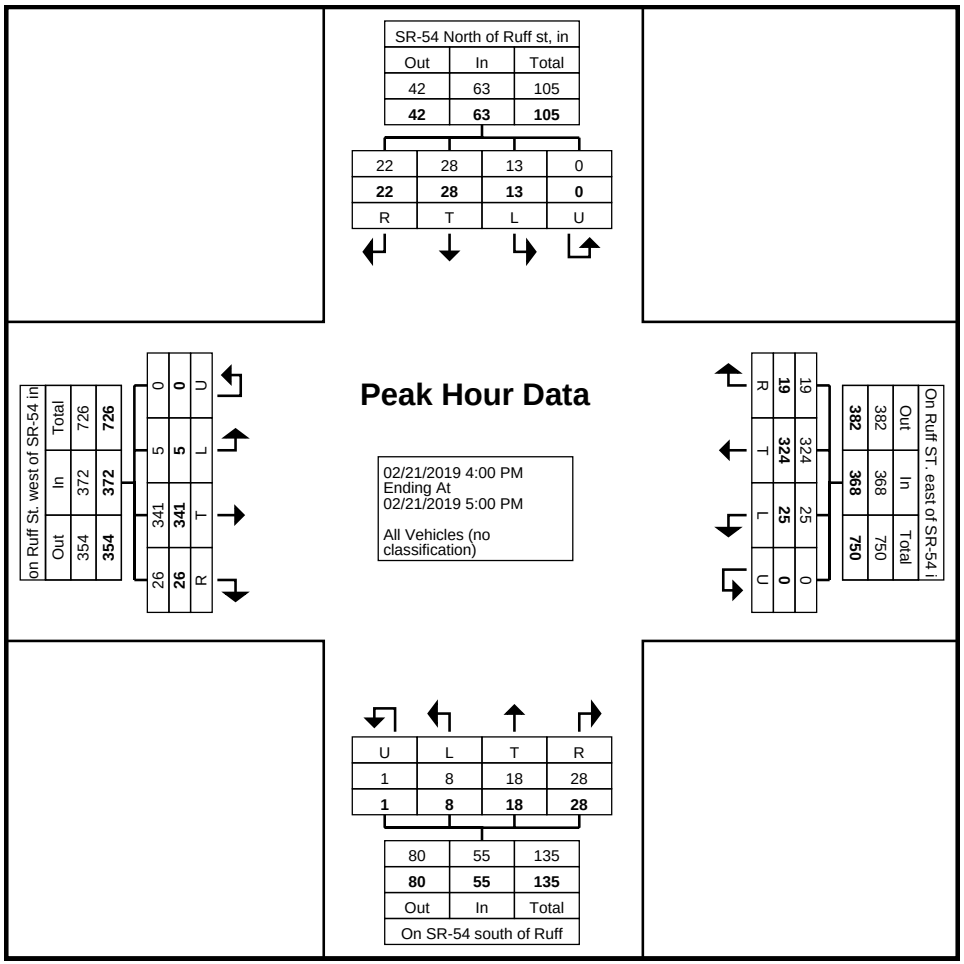
Count Name: SR-54 at Ruff ST. in Paris TN
Site Code: STA-1
Start Date: 02/21/2019

Turning Movement Peak Hour Data (4:00 PM)

Start Time	SR-54 North of Ruff st, in Paris TN Southbound					On Ruff ST. east of SR-54 in Paris Tn Westbound					On SR-54 south of Ruff St, in Paris TN Northbound					on Ruff St. west of SR-54 in Paris TN Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
4:00 PM	10	10	7	0	27	5	71	6	0	82	7	5	0	0	12	9	91	3	0	103	224
4:15 PM	5	7	1	0	13	4	75	4	0	83	6	8	4	1	19	5	80	0	0	85	200
4:30 PM	5	7	1	0	13	8	101	8	0	117	12	1	2	0	15	7	86	0	0	93	238
4:45 PM	2	4	4	0	10	2	77	7	0	86	3	4	2	0	9	5	84	2	0	91	196
Total	22	28	13	0	63	19	324	25	0	368	28	18	8	1	55	26	341	5	0	372	858
Approach %	34.9	44.4	20.6	0.0	-	5.2	88.0	6.8	0.0	-	50.9	32.7	14.5	1.8	-	7.0	91.7	1.3	0.0	-	-
Total %	2.6	3.3	1.5	0.0	7.3	2.2	37.8	2.9	0.0	42.9	3.3	2.1	0.9	0.1	6.4	3.0	39.7	0.6	0.0	43.4	-
PHF	0.550	0.700	0.464	0.000	0.583	0.594	0.802	0.781	0.000	0.786	0.583	0.563	0.500	0.250	0.724	0.722	0.937	0.417	0.000	0.903	0.901
All Vehicles (no classification)	22	28	13	0	63	19	324	25	0	368	28	18	8	1	55	26	341	5	0	372	858
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (4:00 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-54 at Washington St. in Paris TN
Site Code: STA-2
Start Date: 02/21/2019

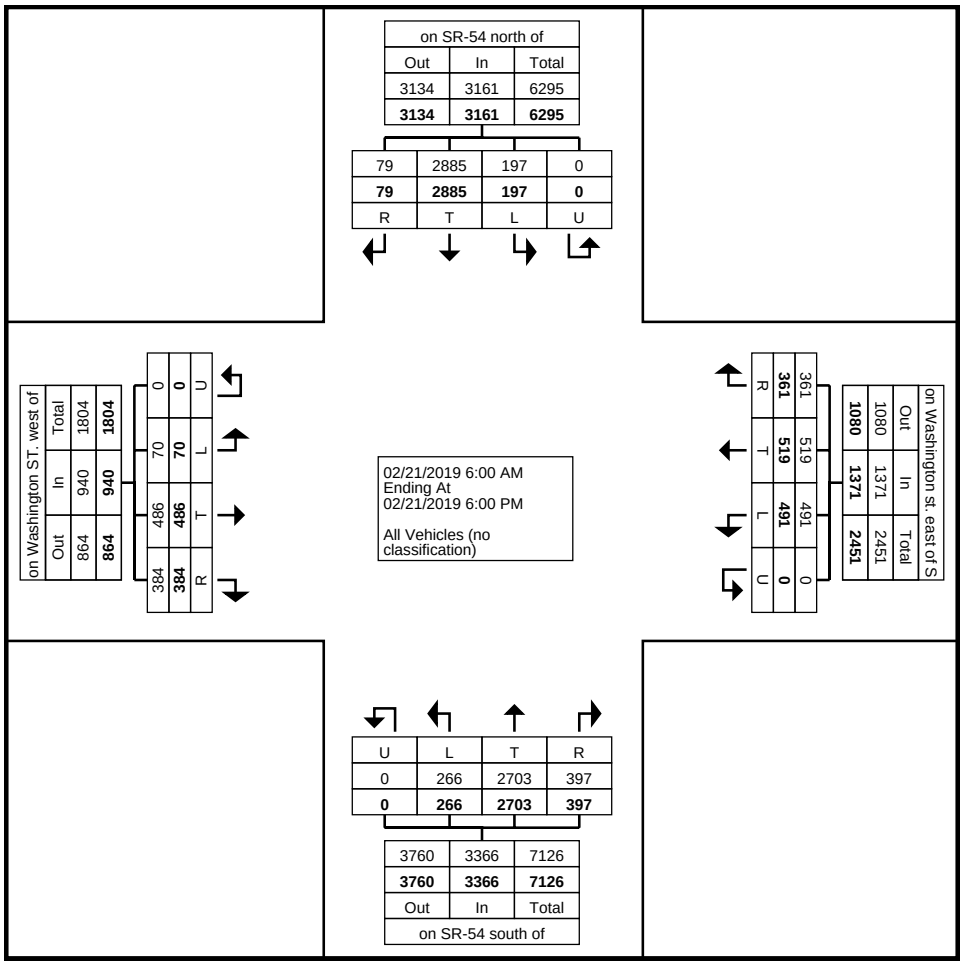
Turning Movement Data

Start Time	on SR-54 north of Washington ST in Paris TN Southbound					on Washington st. east of SR-54 Westbound					on SR-54 south of Washington ST Northbound					on Washington ST. west of SR-54 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	33	0	0	33	3	1	0	0	4	0	26	0	0	26	1	3	0	0	4	67
6:15 AM	1	27	0	0	28	2	2	2	0	6	2	24	0	0	26	1	2	0	0	3	63
6:30 AM	1	45	0	0	46	3	6	0	0	9	2	41	1	0	44	4	8	2	0	14	113
6:45 AM	2	54	3	0	59	2	8	2	0	12	1	42	0	0	43	3	1	0	0	4	118
Hourly Total	4	159	3	0	166	10	17	4	0	31	5	133	1	0	139	9	14	2	0	25	361
7:00 AM	1	54	3	0	58	1	3	2	0	6	1	30	1	0	32	3	4	0	0	7	103
7:15 AM	2	70	4	0	76	3	12	6	0	21	1	25	1	0	27	2	6	0	0	8	132
7:30 AM	2	81	2	0	85	12	9	5	0	26	8	43	1	0	52	5	9	0	0	14	177
7:45 AM	1	60	8	0	69	12	9	6	0	27	7	53	1	0	61	3	14	1	0	18	175
Hourly Total	6	265	17	0	288	28	33	19	0	80	17	151	4	0	172	13	33	1	0	47	587
8:00 AM	0	38	4	0	42	8	11	4	0	23	6	39	3	0	48	9	5	1	0	15	128
8:15 AM	1	46	2	0	49	4	14	8	0	26	11	41	5	0	57	5	10	3	0	18	150
8:30 AM	1	50	5	0	56	5	9	3	0	17	15	53	1	0	69	5	9	2	0	16	158
8:45 AM	2	49	6	0	57	9	6	16	0	31	19	37	3	0	59	5	11	0	0	16	163
Hourly Total	4	183	17	0	204	26	40	31	0	97	51	170	12	0	233	24	35	6	0	65	599
9:00 AM	1	50	3	0	54	11	5	7	0	23	7	36	7	0	50	7	5	0	0	12	139
9:15 AM	2	60	1	0	63	6	12	5	0	23	10	47	8	0	65	6	7	3	0	16	167
9:30 AM	3	56	1	0	60	11	11	7	0	29	8	32	5	0	45	9	8	2	0	19	153
9:45 AM	1	48	7	0	56	10	10	5	0	25	8	53	2	0	63	9	13	2	0	24	168
Hourly Total	7	214	12	0	233	38	38	24	0	100	33	168	22	0	223	31	33	7	0	71	627
10:00 AM	1	47	4	0	52	6	7	11	0	24	7	51	6	0	64	4	8	1	0	13	153
10:15 AM	0	41	5	0	46	6	13	10	0	29	12	56	12	0	80	5	6	0	0	11	166
10:30 AM	2	58	5	0	65	10	12	14	0	36	6	56	6	0	68	12	12	2	0	26	195
10:45 AM	1	56	4	0	61	9	20	6	0	35	8	57	7	0	72	16	18	3	0	37	205
Hourly Total	4	202	18	0	224	31	52	41	0	124	33	220	31	0	284	37	44	6	0	87	719
11:00 AM	2	76	5	0	83	4	12	16	0	32	6	68	5	0	79	3	9	1	0	13	207
11:15 AM	0	63	2	0	65	11	10	15	0	36	16	37	12	0	65	5	7	1	0	13	179
11:30 AM	1	71	4	0	76	6	12	13	0	31	17	57	3	0	77	10	12	2	0	24	208
11:45 AM	1	55	3	0	59	7	26	15	0	48	12	60	10	0	82	13	14	3	0	30	219
Hourly Total	4	265	14	0	283	28	60	59	0	147	51	222	30	0	303	31	42	7	0	80	813
12:00 PM	5	55	2	0	62	14	8	18	0	40	19	57	3	0	79	17	18	1	0	36	217
12:15 PM	0	48	3	0	51	3	14	15	0	32	10	80	4	0	94	13	10	2	0	25	202
12:30 PM	2	57	8	0	67	12	16	13	0	41	9	72	10	0	91	6	12	1	0	19	218
12:45 PM	2	61	3	0	66	13	17	14	0	44	14	68	3	0	85	5	7	1	0	13	208
Hourly Total	9	221	16	0	246	42	55	60	0	157	52	277	20	0	349	41	47	5	0	93	845
1:00 PM	0	57	6	0	63	11	12	9	0	32	14	60	10	0	84	13	27	1	0	41	220
1:15 PM	4	64	4	0	72	3	9	13	0	25	18	67	12	0	97	11	10	3	0	24	218
1:30 PM	2	56	3	0	61	10	10	14	0	34	7	59	8	0	74	11	9	3	0	23	192
1:45 PM	2	69	1	0	72	15	11	12	0	38	8	49	11	0	68	14	8	1	0	23	201
Hourly Total	8	246	14	0	268	39	42	48	0	129	47	235	41	0	323	49	54	8	0	111	831
2:00 PM	2	63	6	0	71	5	15	18	0	38	7	69	6	0	82	10	12	3	0	25	216

2:15 PM	1	66	2	0	69	10	9	11	0	30	5	50	8	0	63	4	6	1	0	11	173
2:30 PM	1	62	5	0	68	7	6	11	0	24	10	59	5	0	74	4	8	0	0	12	178
2:45 PM	2	67	5	0	74	2	11	9	0	22	10	51	14	0	75	8	12	1	0	21	192
Hourly Total	6	258	18	0	282	24	41	49	0	114	32	229	33	0	294	26	38	5	0	69	759
3:00 PM	2	53	6	0	61	11	18	10	0	39	9	78	5	0	92	13	9	3	0	25	217
3:15 PM	2	69	4	0	75	13	14	14	0	41	8	61	8	0	77	11	13	1	0	25	218
3:30 PM	7	79	9	0	95	11	16	17	0	44	10	63	2	0	75	8	22	3	0	33	247
3:45 PM	5	52	5	0	62	6	11	19	0	36	12	69	17	0	98	14	18	0	0	32	228
Hourly Total	16	253	24	0	293	41	59	60	0	160	39	271	32	0	342	46	62	7	0	115	910
4:00 PM	3	75	8	0	86	8	16	17	0	41	2	88	8	0	98	18	10	5	0	33	258
4:15 PM	3	76	8	0	87	13	9	16	0	38	7	68	5	0	80	8	10	2	0	20	225
4:30 PM	3	98	4	0	105	7	14	17	0	38	11	90	6	0	107	15	23	1	0	39	289
4:45 PM	0	80	7	0	87	6	7	13	0	26	5	83	5	0	93	9	10	1	0	20	226
Hourly Total	9	329	27	0	365	34	46	63	0	143	25	329	24	0	378	50	53	9	0	112	998
5:00 PM	1	75	6	0	82	8	13	9	0	30	4	82	7	0	93	15	9	3	0	27	232
5:15 PM	0	72	4	0	76	7	9	5	0	21	6	86	2	0	94	2	7	3	0	12	203
5:30 PM	1	73	4	0	78	4	10	11	0	25	2	61	2	0	65	4	8	1	0	13	181
5:45 PM	0	70	3	0	73	1	4	8	0	13	0	69	5	0	74	6	7	0	0	13	173
Hourly Total	2	290	17	0	309	20	36	33	0	89	12	298	16	0	326	27	31	7	0	65	789
Grand Total	79	2885	197	0	3161	361	519	491	0	1371	397	2703	266	0	3366	384	486	70	0	940	8838
Approach %	2.5	91.3	6.2	0.0	-	26.3	37.9	35.8	0.0	-	11.8	80.3	7.9	0.0	-	40.9	51.7	7.4	0.0	-	-
Total %	0.9	32.6	2.2	0.0	35.8	4.1	5.9	5.6	0.0	15.5	4.5	30.6	3.0	0.0	38.1	4.3	5.5	0.8	0.0	10.6	-
All Vehicles (no classification)	79	2885	197	0	3161	361	519	491	0	1371	397	2703	266	0	3366	384	486	70	0	940	8838
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

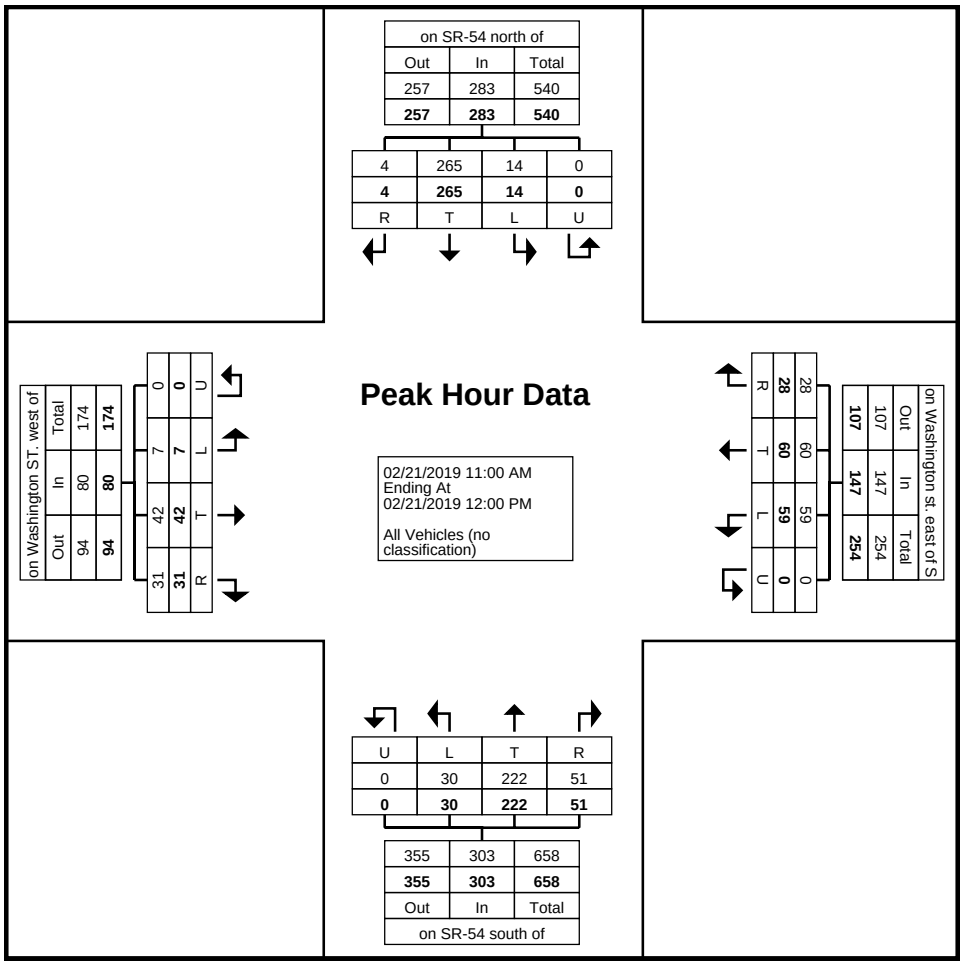
Count Name: SR-54 at Washington St. in Paris TN
Site Code: STA-2
Start Date: 02/21/2019

Turning Movement Peak Hour Data (11:00 AM)

Start Time	on SR-54 north of Washington ST in Paris TN Southbound					on Washington st. east of SR-54 Westbound					on SR-54 south of Washington ST Northbound					on Washington ST. west of SR-54 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	2	76	5	0	83	4	12	16	0	32	6	68	5	0	79	3	9	1	0	13	207
11:15 AM	0	63	2	0	65	11	10	15	0	36	16	37	12	0	65	5	7	1	0	13	179
11:30 AM	1	71	4	0	76	6	12	13	0	31	17	57	3	0	77	10	12	2	0	24	208
11:45 AM	1	55	3	0	59	7	26	15	0	48	12	60	10	0	82	13	14	3	0	30	219
Total	4	265	14	0	283	28	60	59	0	147	51	222	30	0	303	31	42	7	0	80	813
Approach %	1.4	93.6	4.9	0.0	-	19.0	40.8	40.1	0.0	-	16.8	73.3	9.9	0.0	-	38.8	52.5	8.8	0.0	-	-
Total %	0.5	32.6	1.7	0.0	34.8	3.4	7.4	7.3	0.0	18.1	6.3	27.3	3.7	0.0	37.3	3.8	5.2	0.9	0.0	9.8	-
PHF	0.500	0.872	0.700	0.000	0.852	0.636	0.577	0.922	0.000	0.766	0.750	0.816	0.625	0.000	0.924	0.596	0.750	0.583	0.000	0.667	0.928
All Vehicles (no classification)	4	265	14	0	283	28	60	59	0	147	51	222	30	0	303	31	42	7	0	80	813
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

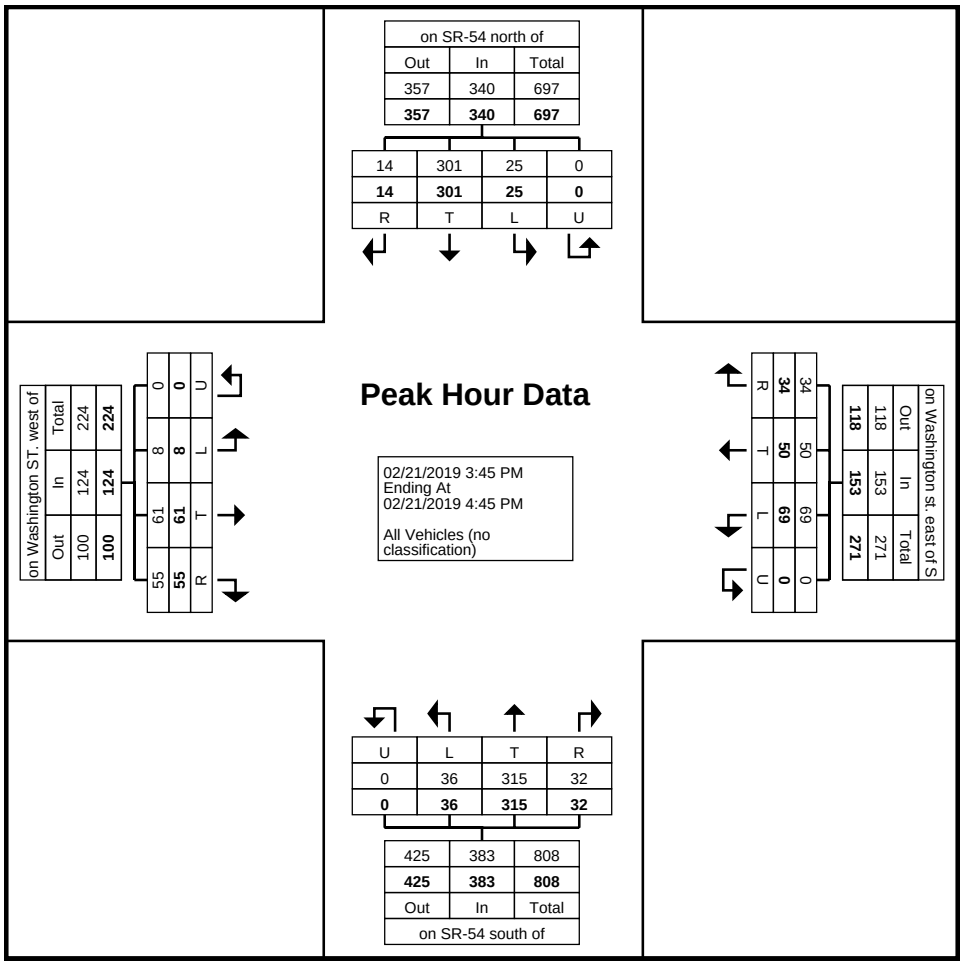
Count Name: SR-54 at Washington St. in Paris TN
Site Code: STA-2
Start Date: 02/21/2019

Turning Movement Peak Hour Data (3:45 PM)

Start Time	on SR-54 north of Washington ST in Paris TN Southbound					on Washington st. east of SR-54 Westbound					on SR-54 south of Washington ST Northbound					on Washington ST. west of SR-54 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
3:45 PM	5	52	5	0	62	6	11	19	0	36	12	69	17	0	98	14	18	0	0	32	228
4:00 PM	3	75	8	0	86	8	16	17	0	41	2	88	8	0	98	18	10	5	0	33	258
4:15 PM	3	76	8	0	87	13	9	16	0	38	7	68	5	0	80	8	10	2	0	20	225
4:30 PM	3	98	4	0	105	7	14	17	0	38	11	90	6	0	107	15	23	1	0	39	289
Total	14	301	25	0	340	34	50	69	0	153	32	315	36	0	383	55	61	8	0	124	1000
Approach %	4.1	88.5	7.4	0.0	-	22.2	32.7	45.1	0.0	-	8.4	82.2	9.4	0.0	-	44.4	49.2	6.5	0.0	-	-
Total %	1.4	30.1	2.5	0.0	34.0	3.4	5.0	6.9	0.0	15.3	3.2	31.5	3.6	0.0	38.3	5.5	6.1	0.8	0.0	12.4	-
PHF	0.700	0.768	0.781	0.000	0.810	0.654	0.781	0.908	0.000	0.933	0.667	0.875	0.529	0.000	0.895	0.764	0.663	0.400	0.000	0.795	0.865
All Vehicles (no classification)	14	301	25	0	340	34	50	69	0	153	32	315	36	0	383	55	61	8	0	124	1000
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (3:45 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Dunlap ST.
Site Code: STA-4
Start Date: 02/20/2019

Turning Movement Data

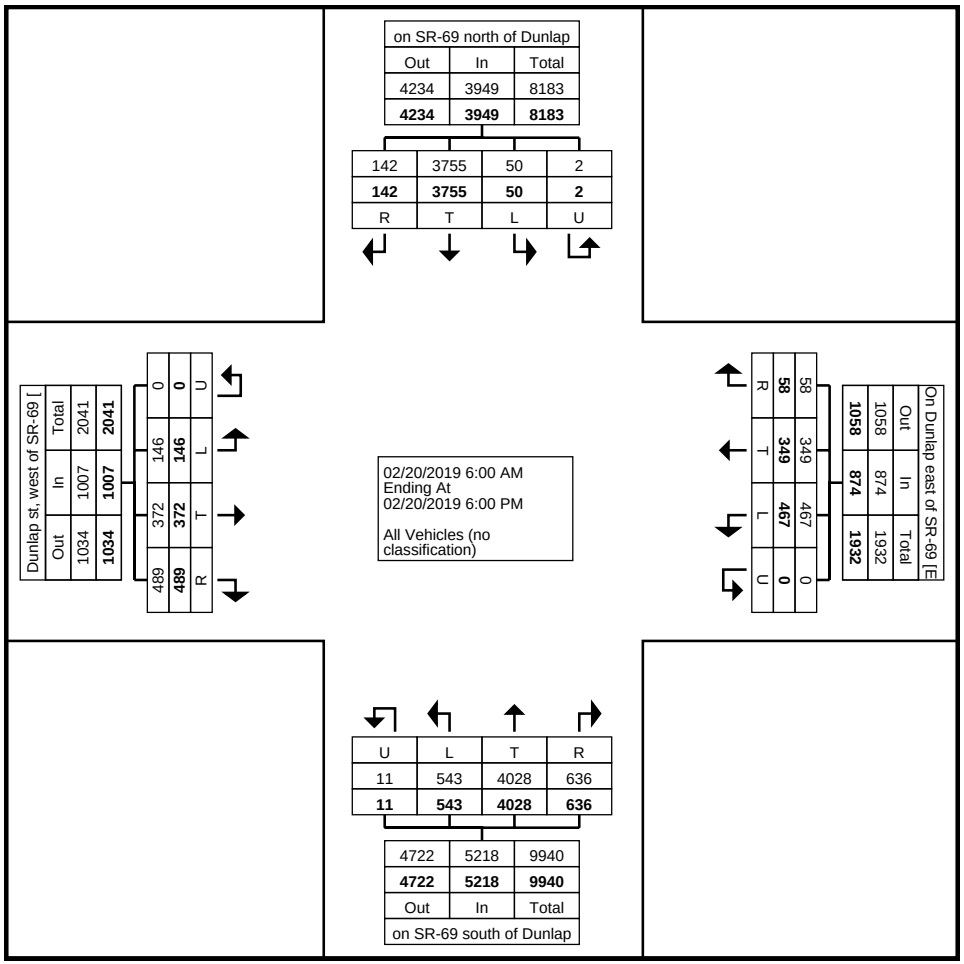
Start Time	on SR-69 north of Dunlap Southbound					On Dunlap east of SR-69 Westbound					on SR-69 south of Dunlap ST. Northbound					Dunlap st, west of SR-69 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	22	0	0	22	0	1	2	0	3	2	26	1	0	29	5	4	2	0	11	65
6:15 AM	0	43	0	0	43	1	1	1	0	3	5	32	1	0	38	2	1	1	0	4	88
6:30 AM	1	39	1	0	41	1	3	2	0	6	7	43	5	0	55	5	0	2	0	7	109
6:45 AM	0	74	0	0	74	1	6	10	0	17	5	52	12	0	69	4	5	0	0	9	169
Hourly Total	1	178	1	0	180	3	11	15	0	29	19	153	19	0	191	16	10	5	0	31	431
7:00 AM	1	56	0	0	57	1	8	1	0	10	10	56	14	0	80	5	3	1	0	9	156
7:15 AM	8	74	0	0	82	1	12	3	0	16	8	60	20	0	88	13	13	1	0	27	213
7:30 AM	5	77	0	0	82	1	39	8	0	48	19	61	43	0	123	21	10	1	0	32	285
7:45 AM	6	80	3	0	89	3	23	3	0	29	33	84	32	0	149	32	22	6	0	60	327
Hourly Total	20	287	3	0	310	6	82	15	0	103	70	261	109	0	440	71	48	9	0	128	981
8:00 AM	2	46	0	0	48	3	3	6	0	12	19	88	9	0	116	8	12	0	0	20	196
8:15 AM	0	67	0	0	67	0	7	5	0	12	14	80	2	0	96	4	4	1	0	9	184
8:30 AM	1	61	0	0	62	1	1	12	0	14	11	59	4	0	74	6	2	4	0	12	162
8:45 AM	2	67	1	0	70	1	5	5	0	11	12	74	6	0	92	7	6	1	0	14	187
Hourly Total	5	241	1	0	247	5	16	28	0	49	56	301	21	0	378	25	24	6	0	55	729
9:00 AM	2	69	1	0	72	1	0	13	0	14	18	82	3	0	103	3	0	1	0	4	193
9:15 AM	3	64	0	0	67	3	3	10	0	16	13	78	7	0	98	6	5	2	0	13	194
9:30 AM	5	52	2	0	59	3	2	4	0	9	15	83	7	1	106	7	4	3	0	14	188
9:45 AM	2	57	3	0	62	0	4	10	0	14	10	64	5	0	79	2	2	3	0	7	162
Hourly Total	12	242	6	0	260	7	9	37	0	53	56	307	22	1	386	18	11	9	0	38	737
10:00 AM	1	66	1	0	68	1	1	11	0	13	9	74	6	0	89	4	11	3	0	18	188
10:15 AM	3	81	1	0	85	0	3	8	0	11	13	82	5	1	101	6	3	2	0	11	208
10:30 AM	4	96	1	0	101	0	5	13	0	18	7	77	6	0	90	3	3	3	0	9	218
10:45 AM	2	82	1	0	85	0	8	25	0	33	15	77	5	2	99	13	6	2	0	21	238
Hourly Total	10	325	4	0	339	1	17	57	0	75	44	310	22	3	379	26	23	10	0	59	852
11:00 AM	4	86	0	0	90	0	5	4	0	9	6	92	6	0	104	12	6	5	0	23	226
11:15 AM	2	88	1	0	91	0	4	11	0	15	24	88	10	0	122	7	8	4	0	19	247
11:30 AM	4	106	1	0	111	2	5	18	0	25	19	84	6	0	109	8	5	1	0	14	259
11:45 AM	5	92	3	0	100	1	4	7	0	12	16	112	7	0	135	9	9	2	0	20	267
Hourly Total	15	372	5	0	392	3	18	40	0	61	65	376	29	0	470	36	28	12	0	76	999
12:00 PM	5	96	0	0	101	0	10	13	0	23	16	116	14	0	146	9	8	7	0	24	294
12:15 PM	3	94	1	0	98	4	4	13	0	21	17	116	22	0	155	5	7	2	0	14	288
12:30 PM	2	91	0	1	94	1	7	12	0	20	16	105	12	1	134	6	8	1	0	15	263
12:45 PM	0	93	2	0	95	1	5	12	0	18	20	86	11	0	117	9	6	3	0	18	248
Hourly Total	10	374	3	1	388	6	26	50	0	82	69	423	59	1	552	29	29	13	0	71	1093
1:00 PM	1	96	0	0	97	1	6	11	0	18	11	92	10	1	114	10	10	5	0	25	254
1:15 PM	2	80	0	0	82	1	4	11	0	16	11	96	7	0	114	9	5	3	0	17	229
1:30 PM	0	67	2	0	69	1	11	8	0	20	12	101	3	0	116	7	8	5	0	20	225
1:45 PM	4	70	0	0	74	1	8	15	0	24	10	82	11	0	103	22	8	8	0	38	239
Hourly Total	7	313	2	0	322	4	29	45	0	78	44	371	31	1	447	48	31	21	0	100	947
2:00 PM	1	82	1	0	84	0	5	10	0	15	11	83	12	0	106	12	10	5	0	27	232

2:15 PM	1	89	1	1	92	3	7	13	0	23	14	92	8	0	114	12	5	5	0	22	251
2:30 PM	5	81	5	0	91	2	7	8	0	17	6	86	8	1	101	7	4	2	0	13	222
2:45 PM	2	76	0	0	78	1	15	11	0	27	8	93	28	0	129	4	8	2	0	14	248
Hourly Total	9	328	7	1	345	6	34	42	0	82	39	354	56	1	450	35	27	14	0	76	953
3:00 PM	1	70	0	0	71	0	14	5	0	19	5	90	27	1	123	7	2	4	0	13	226
3:15 PM	4	97	5	0	106	1	13	8	0	22	9	98	26	0	133	43	29	6	0	78	339
3:30 PM	4	87	0	0	91	3	5	9	0	17	9	118	13	0	140	16	11	2	0	29	277
3:45 PM	5	100	1	0	106	2	9	10	0	21	15	94	17	1	127	17	9	2	0	28	282
Hourly Total	14	354	6	0	374	6	41	32	0	79	38	400	83	2	523	83	51	14	0	148	1124
4:00 PM	7	123	1	0	131	2	17	14	0	33	9	116	18	1	144	13	8	4	0	25	333
4:15 PM	6	96	2	0	104	0	4	12	0	16	12	98	13	0	123	23	16	3	0	42	285
4:30 PM	6	127	1	0	134	2	8	16	0	26	20	101	9	0	130	14	17	5	0	36	326
4:45 PM	4	91	2	0	97	2	5	14	0	21	21	90	13	0	124	8	5	5	0	18	260
Hourly Total	23	437	6	0	466	6	34	56	0	96	62	405	53	1	521	58	46	17	0	121	1204
5:00 PM	4	117	1	0	122	1	9	16	0	26	28	101	10	1	140	15	15	3	0	33	321
5:15 PM	1	64	2	0	67	1	14	13	0	28	12	104	14	0	130	17	11	6	0	34	259
5:30 PM	4	51	1	0	56	1	6	11	0	18	17	104	6	0	127	8	12	4	0	24	225
5:45 PM	7	72	2	0	81	2	3	10	0	15	17	58	9	0	84	4	6	3	0	13	193
Hourly Total	16	304	6	0	326	5	32	50	0	87	74	367	39	1	481	44	44	16	0	104	998
Grand Total	142	3755	50	2	3949	58	349	467	0	874	636	4028	543	11	5218	489	372	146	0	1007	11048
Approach %	3.6	95.1	1.3	0.1	-	6.6	39.9	53.4	0.0	-	12.2	77.2	10.4	0.2	-	48.6	36.9	14.5	0.0	-	-
Total %	1.3	34.0	0.5	0.0	35.7	0.5	3.2	4.2	0.0	7.9	5.8	36.5	4.9	0.1	47.2	4.4	3.4	1.3	0.0	9.1	-
All Vehicles (no classification)	142	3755	50	2	3949	58	349	467	0	874	636	4028	543	11	5218	489	372	146	0	1007	11048
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Dunlap ST.
Site Code: STA-4
Start Date: 02/20/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Dunlap ST.
Site Code: STA-4
Start Date: 02/20/2019

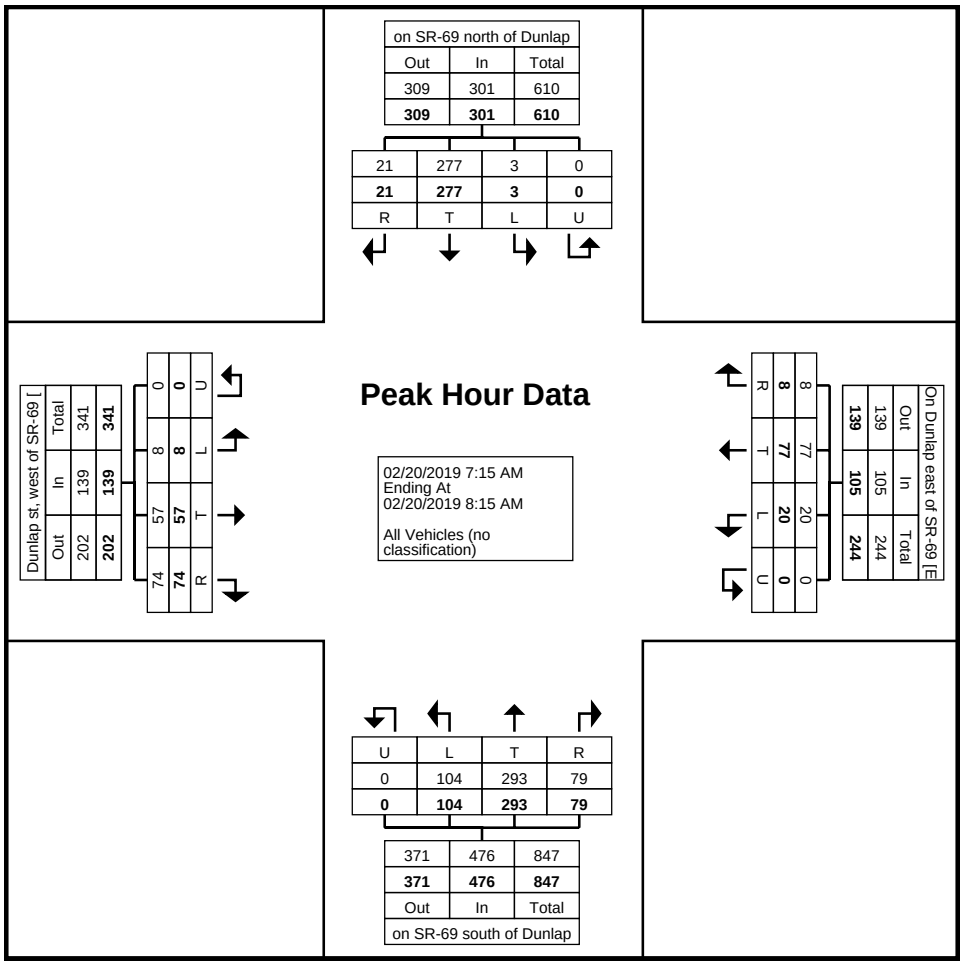
Turning Movement Peak Hour Data (7:15 AM)

Start Time	on SR-69 north of Dunlap Southbound					On Dunlap east of SR-69 Westbound					on SR-69 south of Dunlap ST. Northbound					Dunlap st, west of SR-69 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
7:15 AM	8	74	0	0	82	1	12	3	0	16	8	60	20	0	88	13	13	1	0	27	213
7:30 AM	5	77	0	0	82	1	39	8	0	48	19	61	43	0	123	21	10	1	0	32	285
7:45 AM	6	80	3	0	89	3	23	3	0	29	33	84	32	0	149	32	22	6	0	60	327
8:00 AM	2	46	0	0	48	3	3	6	0	12	19	88	9	0	116	8	12	0	0	20	196
Total	21	277	3	0	301	8	77	20	0	105	79	293	104	0	476	74	57	8	0	139	1021
Approach %	7.0	92.0	1.0	0.0	-	7.6	73.3	19.0	0.0	-	16.6	61.6	21.8	0.0	-	53.2	41.0	5.8	0.0	-	-
Total %	2.1	27.1	0.3	0.0	29.5	0.8	7.5	2.0	0.0	10.3	7.7	28.7	10.2	0.0	46.6	7.2	5.6	0.8	0.0	13.6	-
PHF	0.656	0.866	0.250	0.000	0.846	0.667	0.494	0.625	0.000	0.547	0.598	0.832	0.605	0.000	0.799	0.578	0.648	0.333	0.000	0.579	0.781
All Vehicles (no classification)	21	277	3	0	301	8	77	20	0	105	79	293	104	0	476	74	57	8	0	139	1021
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Dunlap ST.
Site Code: STA-4
Start Date: 02/20/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Dunlap ST.
Site Code: STA-4
Start Date: 02/20/2019

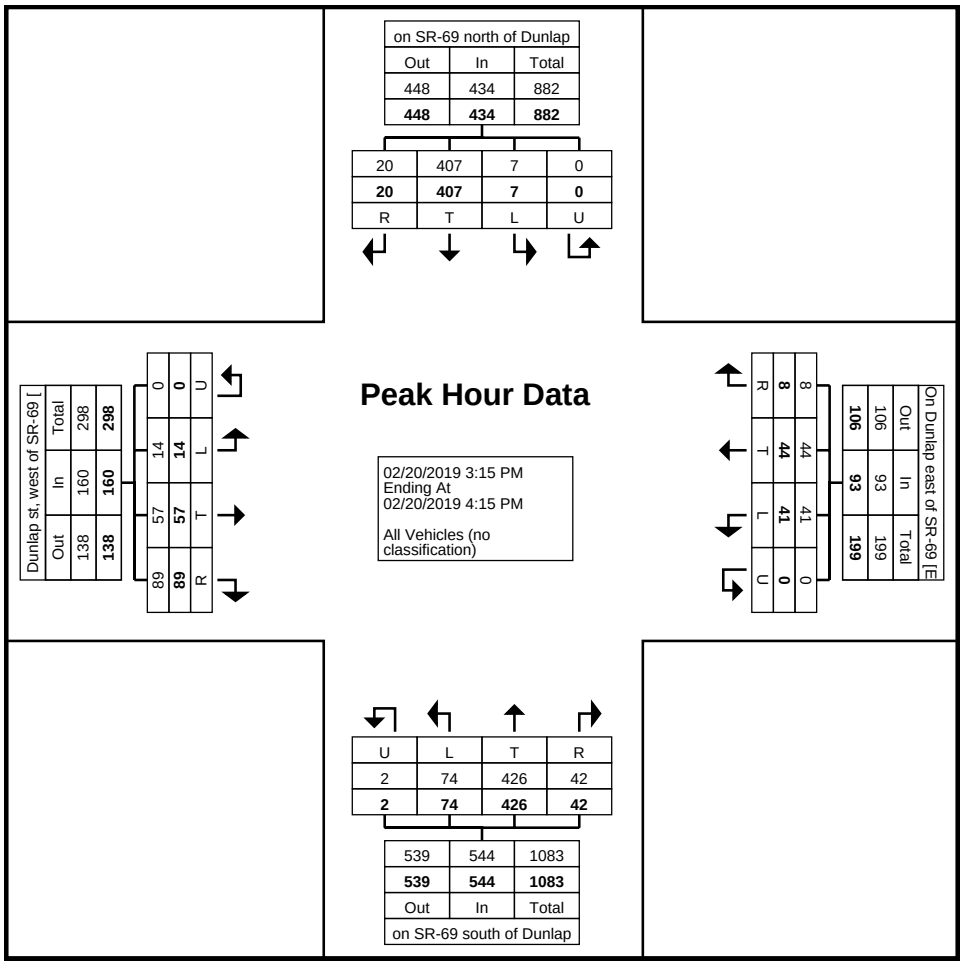
Turning Movement Peak Hour Data (3:15 PM)

Start Time	on SR-69 north of Dunlap Southbound					On Dunlap east of SR-69 Westbound					on SR-69 south of Dunlap ST. Northbound					Dunlap st, west of SR-69 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
3:15 PM	4	97	5	0	106	1	13	8	0	22	9	98	26	0	133	43	29	6	0	78	339
3:30 PM	4	87	0	0	91	3	5	9	0	17	9	118	13	0	140	16	11	2	0	29	277
3:45 PM	5	100	1	0	106	2	9	10	0	21	15	94	17	1	127	17	9	2	0	28	282
4:00 PM	7	123	1	0	131	2	17	14	0	33	9	116	18	1	144	13	8	4	0	25	333
Total	20	407	7	0	434	8	44	41	0	93	42	426	74	2	544	89	57	14	0	160	1231
Approach %	4.6	93.8	1.6	0.0	-	8.6	47.3	44.1	0.0	-	7.7	78.3	13.6	0.4	-	55.6	35.6	8.8	0.0	-	-
Total %	1.6	33.1	0.6	0.0	35.3	0.6	3.6	3.3	0.0	7.6	3.4	34.6	6.0	0.2	44.2	7.2	4.6	1.1	0.0	13.0	-
PHF	0.714	0.827	0.350	0.000	0.828	0.667	0.647	0.732	0.000	0.705	0.700	0.903	0.712	0.500	0.944	0.517	0.491	0.583	0.000	0.513	0.908
All Vehicles (no classification)	20	407	7	0	434	8	44	41	0	93	42	426	74	2	544	89	57	14	0	160	1231
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Dunlap ST.
Site Code: STA-4
Start Date: 02/20/2019



Turning Movement Peak Hour Data Plot (3:15 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Dunlap ST.
Site Code: STA-4
Start Date: 02/20/2019

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Memorial Dr
Site Code: STA-6
Start Date: 02/20/2019

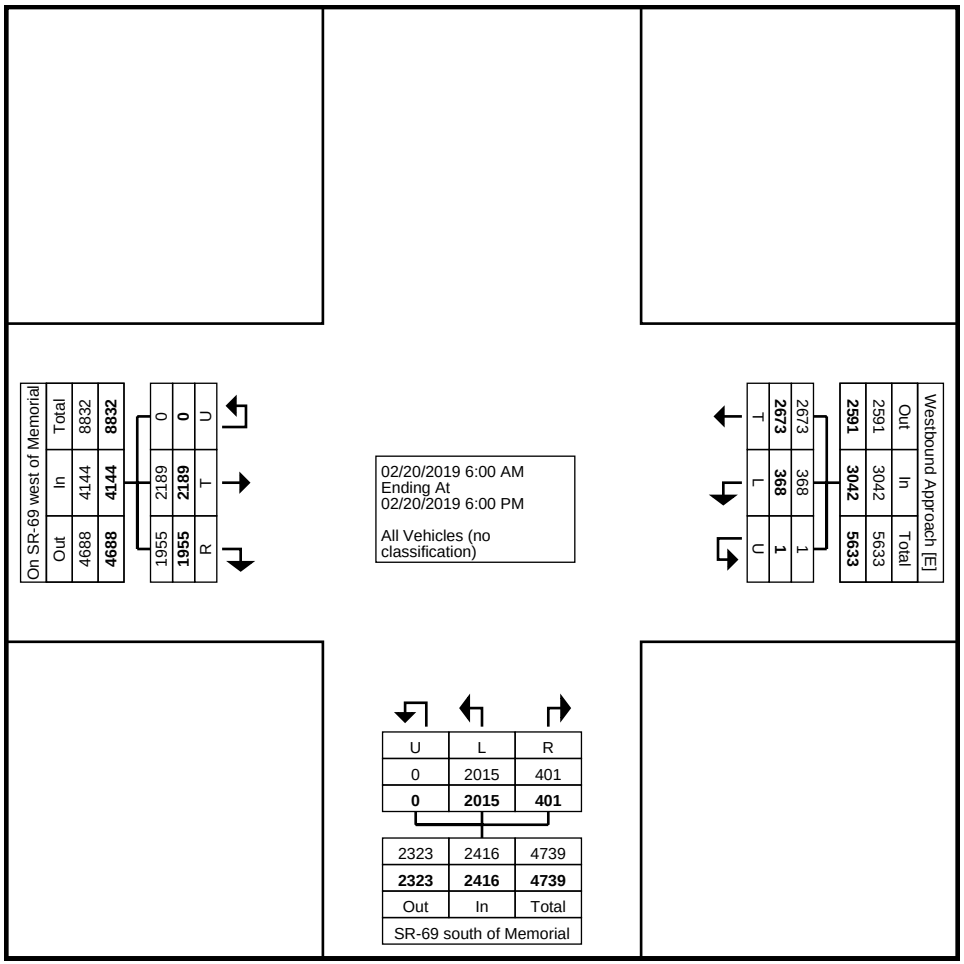
Turning Movement Data

Start Time	Westbound Approach Westbound				SR-69 south of Memorial Dr. Northbound				On SR-69 west of Memorial Dr. Eastbound				
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
6:00 AM	22	6	0	28	5	14	0	19	14	11	0	25	72
6:15 AM	35	7	1	43	3	20	0	23	30	13	0	43	109
6:30 AM	40	9	0	49	3	28	0	31	30	10	0	40	120
6:45 AM	63	6	0	69	8	34	0	42	53	13	0	66	177
Hourly Total	160	28	1	189	19	96	0	115	127	47	0	174	478
7:00 AM	47	6	0	53	6	36	0	42	25	16	0	41	136
7:15 AM	71	11	0	82	24	39	0	63	26	35	0	61	206
7:30 AM	141	23	0	164	25	62	0	87	17	36	0	53	304
7:45 AM	110	13	0	123	15	55	0	70	30	33	0	63	256
Hourly Total	369	53	0	422	70	192	0	262	98	120	0	218	902
8:00 AM	52	7	0	59	7	50	0	57	22	35	0	57	173
8:15 AM	47	4	0	51	4	32	0	36	21	26	0	47	134
8:30 AM	57	3	0	60	11	50	0	61	24	30	0	54	175
8:45 AM	62	6	0	68	6	45	0	51	24	22	0	46	165
Hourly Total	218	20	0	238	28	177	0	205	91	113	0	204	647
9:00 AM	63	7	0	70	7	23	0	30	30	37	0	67	167
9:15 AM	52	5	0	57	7	24	0	31	31	31	0	62	150
9:30 AM	52	3	0	55	6	33	0	39	29	26	0	55	149
9:45 AM	51	4	0	55	3	39	0	42	26	32	0	58	155
Hourly Total	218	19	0	237	23	119	0	142	116	126	0	242	621
10:00 AM	36	3	0	39	3	35	0	38	26	39	0	65	142
10:15 AM	51	2	0	53	1	40	0	41	34	41	0	75	169
10:30 AM	48	4	0	52	5	46	0	51	42	37	0	79	182
10:45 AM	53	7	0	60	4	48	0	52	53	41	0	94	206
Hourly Total	188	16	0	204	13	169	0	182	155	158	0	313	699
11:00 AM	53	7	0	60	5	55	0	60	41	36	0	77	197
11:15 AM	61	4	0	65	6	43	0	49	39	38	0	77	191
11:30 AM	62	6	0	68	6	41	0	47	57	41	0	98	213
11:45 AM	58	4	0	62	4	37	0	41	49	52	0	101	204
Hourly Total	234	21	0	255	21	176	0	197	186	167	0	353	805
12:00 PM	56	4	0	60	14	45	0	59	56	57	0	113	232
12:15 PM	61	5	0	66	8	43	0	51	40	44	0	84	201
12:30 PM	53	8	0	61	2	38	0	40	46	46	0	92	193
12:45 PM	53	9	0	62	7	34	0	41	58	54	0	112	215
Hourly Total	223	26	0	249	31	160	0	191	200	201	0	401	841
1:00 PM	53	11	0	64	4	40	0	44	32	60	0	92	200
1:15 PM	51	4	0	55	10	43	0	53	57	52	0	109	217
1:30 PM	61	7	0	68	11	36	0	47	34	48	0	82	197
1:45 PM	52	6	0	58	8	49	0	57	42	45	0	87	202
Hourly Total	217	28	0	245	33	168	0	201	165	205	0	370	816
2:00 PM	58	17	0	75	7	46	0	53	36	65	0	101	229

2:15 PM	56	9	0	65	11	37	0	48	53	51	0	104	217
2:30 PM	65	24	0	89	10	35	0	45	51	49	0	100	234
2:45 PM	70	15	0	85	6	41	0	47	47	53	0	100	232
Hourly Total	249	65	0	314	34	159	0	193	187	218	0	405	912
3:00 PM	41	14	0	55	7	57	0	64	40	51	0	91	210
3:15 PM	63	9	0	72	10	46	0	56	55	54	0	109	237
3:30 PM	68	5	0	73	11	95	0	106	70	67	0	137	316
3:45 PM	59	9	0	68	13	53	0	66	51	60	0	111	245
Hourly Total	231	37	0	268	41	251	0	292	216	232	0	448	1008
4:00 PM	41	3	0	44	12	49	0	61	60	67	0	127	232
4:15 PM	49	3	0	52	8	43	0	51	43	92	0	135	238
4:30 PM	42	7	0	49	10	46	0	56	46	82	0	128	233
4:45 PM	41	5	0	46	16	30	0	46	63	66	0	129	221
Hourly Total	173	18	0	191	46	168	0	214	212	307	0	519	924
5:00 PM	50	6	0	56	18	61	0	79	66	88	0	154	289
5:15 PM	42	9	0	51	17	44	0	61	46	89	0	135	247
5:30 PM	55	16	0	71	4	45	0	49	48	54	0	102	222
5:45 PM	46	6	0	52	3	30	0	33	42	64	0	106	191
Hourly Total	193	37	0	230	42	180	0	222	202	295	0	497	949
Grand Total	2673	368	1	3042	401	2015	0	2416	1955	2189	0	4144	9602
Approach %	87.9	12.1	0.0	-	16.6	83.4	0.0	-	47.2	52.8	0.0	-	-
Total %	27.8	3.8	0.0	31.7	4.2	21.0	0.0	25.2	20.4	22.8	0.0	43.2	-
All Vehicles (no classification)	2673	368	1	3042	401	2015	0	2416	1955	2189	0	4144	9602
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

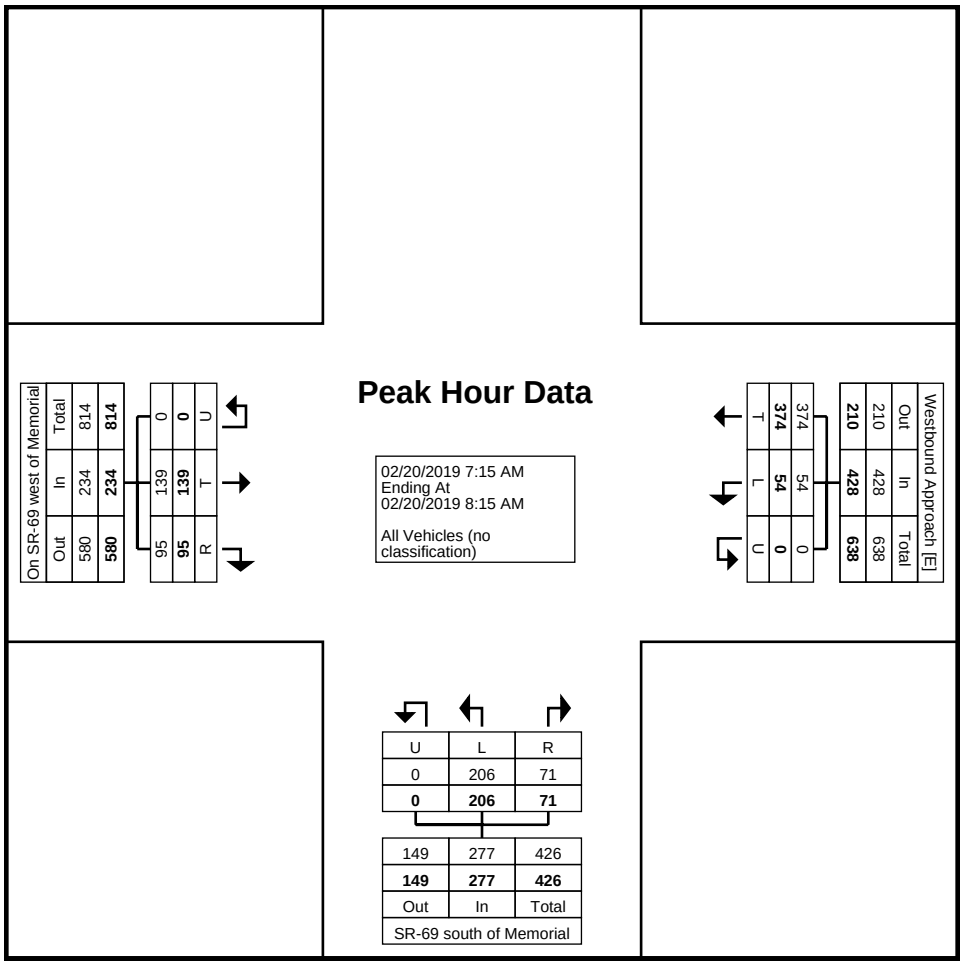
Count Name: SR-69 and Memorial Dr
Site Code: STA-6
Start Date: 02/20/2019

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Westbound Approach				SR-69 south of Memorial Dr.				On SR-69 west of Memorial Dr.				
	Westbound				Northbound				Eastbound				
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
7:15 AM	71	11	0	82	24	39	0	63	26	35	0	61	206
7:30 AM	141	23	0	164	25	62	0	87	17	36	0	53	304
7:45 AM	110	13	0	123	15	55	0	70	30	33	0	63	256
8:00 AM	52	7	0	59	7	50	0	57	22	35	0	57	173
Total	374	54	0	428	71	206	0	277	95	139	0	234	939
Approach %	87.4	12.6	0.0	-	25.6	74.4	0.0	-	40.6	59.4	0.0	-	-
Total %	39.8	5.8	0.0	45.6	7.6	21.9	0.0	29.5	10.1	14.8	0.0	24.9	-
PHF	0.663	0.587	0.000	0.652	0.710	0.831	0.000	0.796	0.792	0.965	0.000	0.929	0.772
All Vehicles (no classification)	374	54	0	428	71	206	0	277	95	139	0	234	939
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (7:15 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

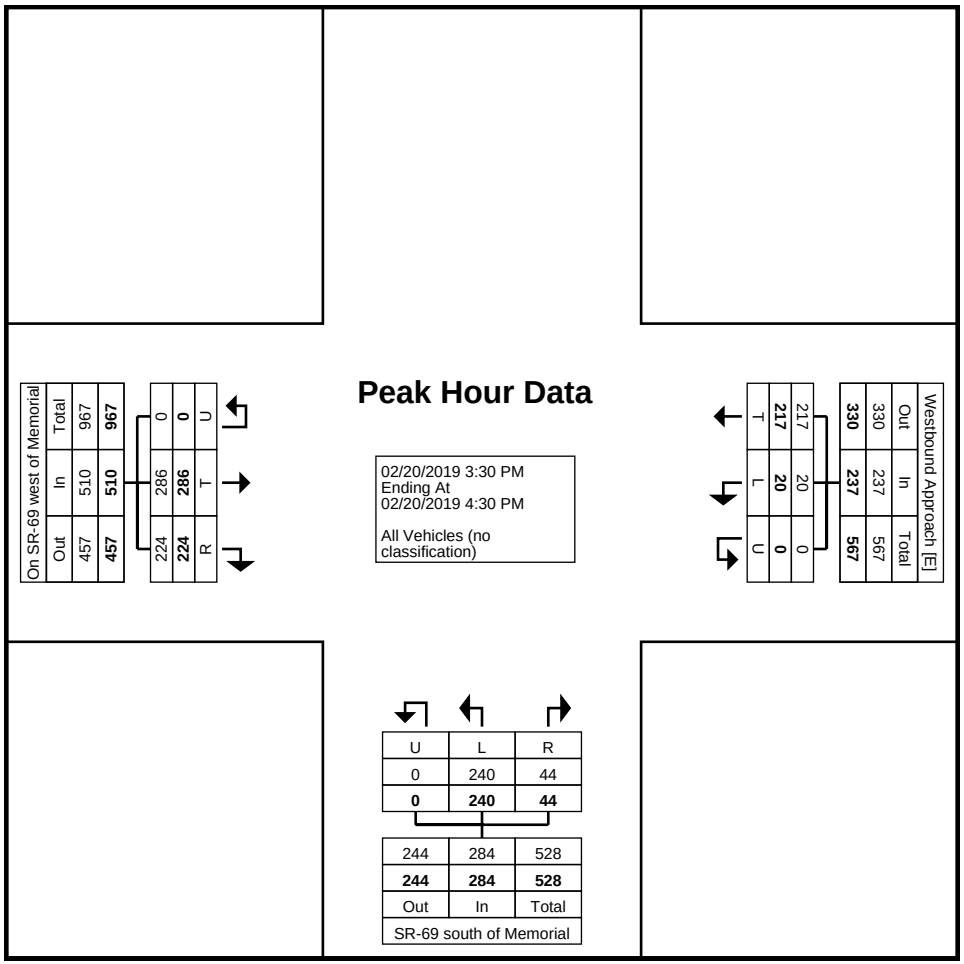
Count Name: SR-69 and Memorial Dr
Site Code: STA-6
Start Date: 02/20/2019

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Westbound Approach				SR-69 south of Memorial Dr.				On SR-69 west of Memorial Dr.				
	Westbound				Northbound				Eastbound				
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
3:30 PM	68	5	0	73	11	95	0	106	70	67	0	137	316
3:45 PM	59	9	0	68	13	53	0	66	51	60	0	111	245
4:00 PM	41	3	0	44	12	49	0	61	60	67	0	127	232
4:15 PM	49	3	0	52	8	43	0	51	43	92	0	135	238
Total	217	20	0	237	44	240	0	284	224	286	0	510	1031
Approach %	91.6	8.4	0.0	-	15.5	84.5	0.0	-	43.9	56.1	0.0	-	-
Total %	21.0	1.9	0.0	23.0	4.3	23.3	0.0	27.5	21.7	27.7	0.0	49.5	-
PHF	0.798	0.556	0.000	0.812	0.846	0.632	0.000	0.670	0.800	0.777	0.000	0.931	0.816
All Vehicles (no classification)	217	20	0	237	44	240	0	284	224	286	0	510	1031
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (3:30 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Memorial Dr
Site Code: STA-6
Start Date: 02/20/2019

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Volunteer DR. in Paris Tn
Site Code: STA-10
Start Date: 02/20/2019

Turning Movement Data

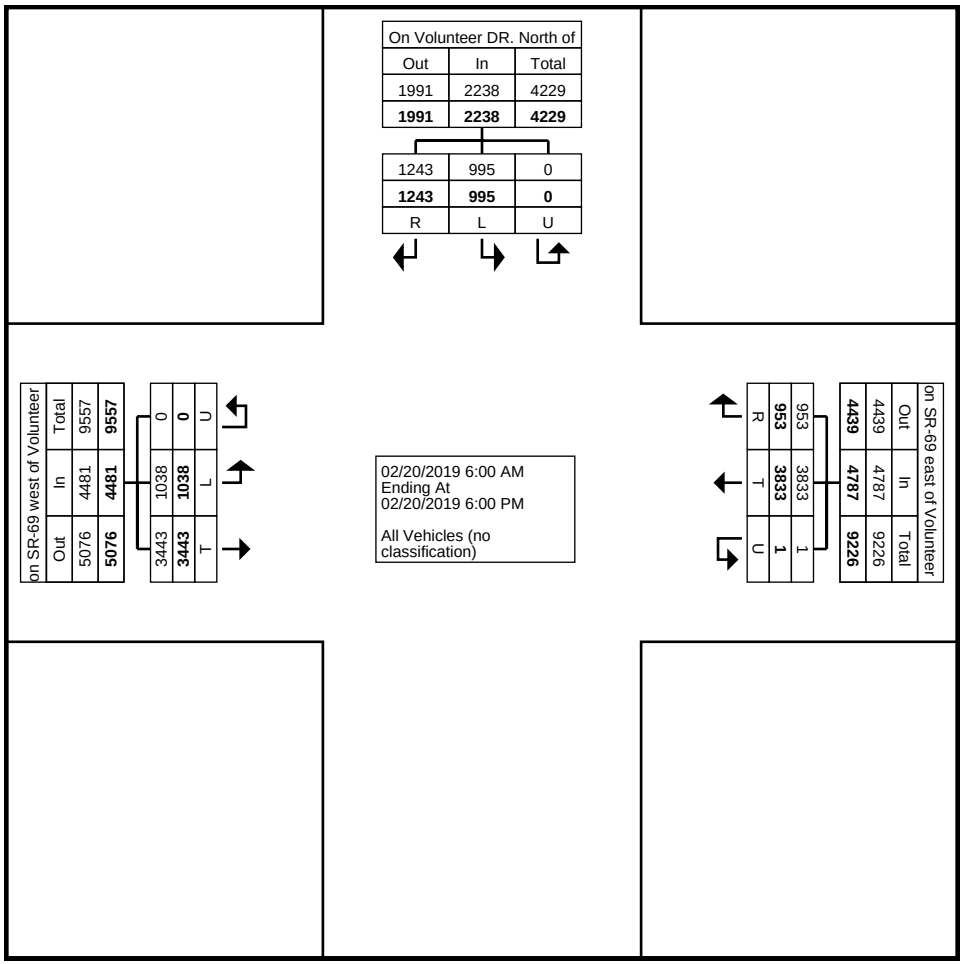
Start Time	On Volunteer DR. North of SR-69 Southbound				on SR-69 east of Volunteer DR. in Paris TN Westbound				on SR-69 west of Volunteer DR. in Paris TN Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	3	2	0	5	2	35	0	37	26	2	0	28	70
6:15 AM	4	6	0	10	6	46	0	52	32	3	0	35	97
6:30 AM	7	10	0	17	13	53	0	66	32	8	0	40	123
6:45 AM	11	19	0	30	18	72	0	90	42	13	0	55	175
Hourly Total	25	37	0	62	39	206	0	245	132	26	0	158	465
7:00 AM	6	7	0	13	22	64	0	86	39	12	0	51	150
7:15 AM	2	3	0	5	35	82	0	117	58	16	0	74	196
7:30 AM	15	10	0	25	37	151	0	188	49	18	0	67	280
7:45 AM	27	10	0	37	45	120	0	165	72	22	0	94	296
Hourly Total	50	30	0	80	139	417	0	556	218	68	0	286	922
8:00 AM	17	17	0	34	19	91	1	111	40	9	0	49	194
8:15 AM	15	14	0	29	16	66	0	82	39	16	0	55	166
8:30 AM	13	16	0	29	10	88	0	98	52	17	0	69	196
8:45 AM	21	12	0	33	16	83	0	99	47	11	0	58	190
Hourly Total	66	59	0	125	61	328	1	390	178	53	0	231	746
9:00 AM	15	14	0	29	18	68	0	86	57	16	0	73	188
9:15 AM	20	12	0	32	11	64	0	75	50	9	0	59	166
9:30 AM	22	16	0	38	18	71	0	89	40	11	0	51	178
9:45 AM	30	14	0	44	23	62	0	85	49	19	0	68	197
Hourly Total	87	56	0	143	70	265	0	335	196	55	0	251	729
10:00 AM	23	12	0	35	7	57	0	64	55	17	0	72	171
10:15 AM	22	22	0	44	18	79	0	97	60	22	0	82	223
10:30 AM	21	14	0	35	20	76	0	96	59	14	0	73	204
10:45 AM	29	26	0	55	19	89	0	108	91	26	0	117	280
Hourly Total	95	74	0	169	64	301	0	365	265	79	0	344	878
11:00 AM	36	19	0	55	24	88	0	112	67	21	0	88	255
11:15 AM	38	24	0	62	22	99	0	121	62	19	0	81	264
11:30 AM	44	32	0	76	22	86	0	108	79	28	0	107	291
11:45 AM	27	14	0	41	16	83	0	99	99	36	0	135	275
Hourly Total	145	89	0	234	84	356	0	440	307	104	0	411	1085
12:00 PM	37	31	0	68	16	88	0	104	86	31	0	117	289
12:15 PM	38	22	0	60	23	77	0	100	68	28	0	96	256
12:30 PM	34	27	0	61	25	70	0	95	78	33	0	111	267
12:45 PM	33	29	0	62	18	75	0	93	92	34	0	126	281
Hourly Total	142	109	0	251	82	310	0	392	324	126	0	450	1093
1:00 PM	29	20	0	49	21	72	0	93	73	27	0	100	242
1:15 PM	32	27	0	59	29	89	0	118	83	25	0	108	285
1:30 PM	35	21	0	56	16	75	0	91	66	21	0	87	234
1:45 PM	23	17	0	40	20	82	0	102	75	25	0	100	242
Hourly Total	119	85	0	204	86	318	0	404	297	98	0	395	1003
2:00 PM	26	20	0	46	30	79	0	109	98	27	0	125	280

2:15 PM	32	21	0	53	21	73	0	94	82	29	0	111	258
2:30 PM	22	25	0	47	20	88	0	108	76	31	0	107	262
2:45 PM	31	27	0	58	20	92	0	112	71	16	0	87	257
Hourly Total	111	93	0	204	91	332	0	423	327	103	0	430	1057
3:00 PM	36	23	0	59	20	83	0	103	81	18	0	99	261
3:15 PM	33	26	0	59	15	86	0	101	88	20	0	108	268
3:30 PM	32	33	0	65	37	124	0	161	99	27	0	126	352
3:45 PM	34	34	0	68	22	82	0	104	89	32	0	121	293
Hourly Total	135	116	0	251	94	375	0	469	357	97	0	454	1174
4:00 PM	38	28	0	66	24	84	0	108	109	22	0	131	305
4:15 PM	31	26	0	57	16	81	0	97	127	22	0	149	303
4:30 PM	25	37	0	62	21	82	0	103	108	34	0	142	307
4:45 PM	33	34	0	67	18	64	0	82	101	35	0	136	285
Hourly Total	127	125	0	252	79	311	0	390	445	113	0	558	1200
5:00 PM	40	39	0	79	18	97	0	115	121	40	0	161	355
5:15 PM	37	27	0	64	14	67	0	81	114	28	0	142	287
5:30 PM	37	33	0	70	15	77	0	92	84	20	0	104	266
5:45 PM	27	23	0	50	17	73	0	90	78	28	0	106	246
Hourly Total	141	122	0	263	64	314	0	378	397	116	0	513	1154
Grand Total	1243	995	0	2238	953	3833	1	4787	3443	1038	0	4481	11506
Approach %	55.5	44.5	0.0	-	19.9	80.1	0.0	-	76.8	23.2	0.0	-	-
Total %	10.8	8.6	0.0	19.5	8.3	33.3	0.0	41.6	29.9	9.0	0.0	38.9	-
All Vehicles (no classification)	1243	995	0	2238	953	3833	1	4787	3443	1038	0	4481	11506
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Volunteer DR. in Paris Tn
Site Code: STA-10
Start Date: 02/20/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Volunteer DR. in Paris Tn
Site Code: STA-10
Start Date: 02/20/2019

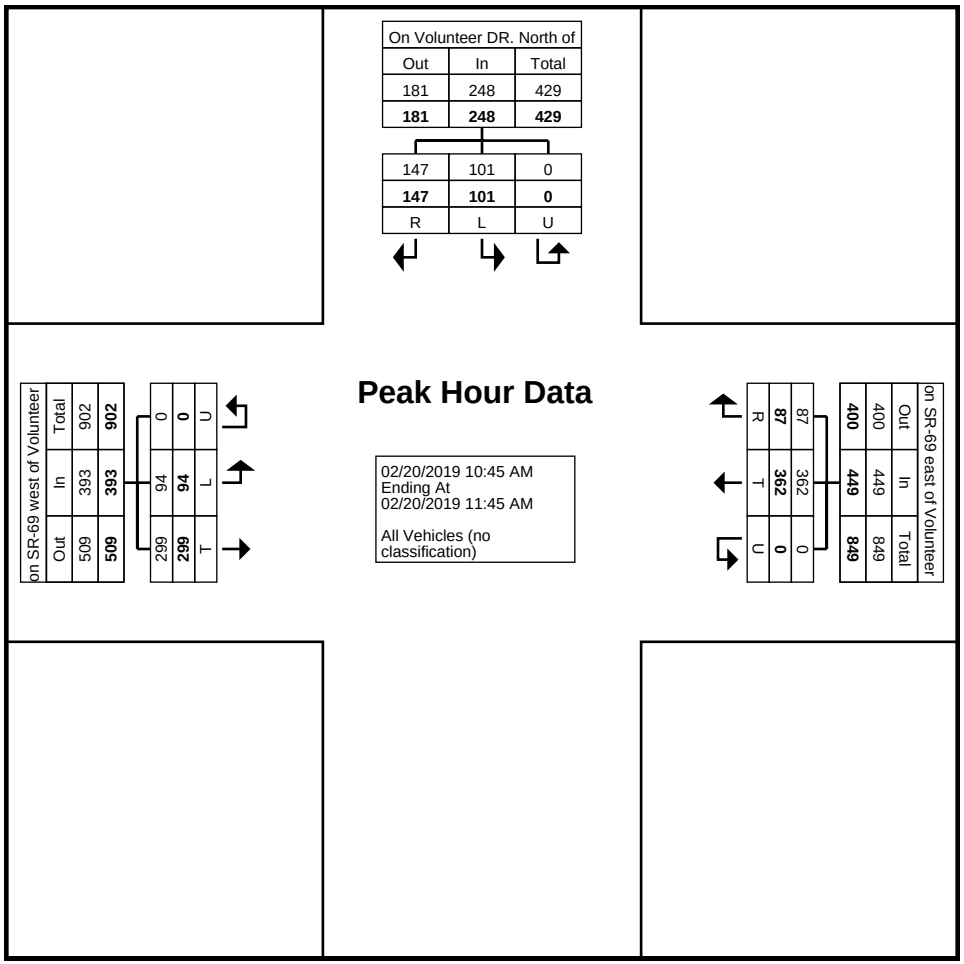
Turning Movement Peak Hour Data (10:45 AM)

Start Time	On Volunteer DR. North of SR-69 Southbound				on SR-69 east of Volunteer DR. in Paris TN Westbound				on SR-69 west of Volunteer DR. in Paris TN Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
10:45 AM	29	26	0	55	19	89	0	108	91	26	0	117	280
11:00 AM	36	19	0	55	24	88	0	112	67	21	0	88	255
11:15 AM	38	24	0	62	22	99	0	121	62	19	0	81	264
11:30 AM	44	32	0	76	22	86	0	108	79	28	0	107	291
Total	147	101	0	248	87	362	0	449	299	94	0	393	1090
Approach %	59.3	40.7	0.0	-	19.4	80.6	0.0	-	76.1	23.9	0.0	-	-
Total %	13.5	9.3	0.0	22.8	8.0	33.2	0.0	41.2	27.4	8.6	0.0	36.1	-
PHF	0.835	0.789	0.000	0.816	0.906	0.914	0.000	0.928	0.821	0.839	0.000	0.840	0.936
All Vehicles (no classification)	147	101	0	248	87	362	0	449	299	94	0	393	1090
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Volunteer DR. in Paris Tn
Site Code: STA-10
Start Date: 02/20/2019



Turning Movement Peak Hour Data Plot (10:45 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Volunteer DR. in Paris Tn
Site Code: STA-10
Start Date: 02/20/2019

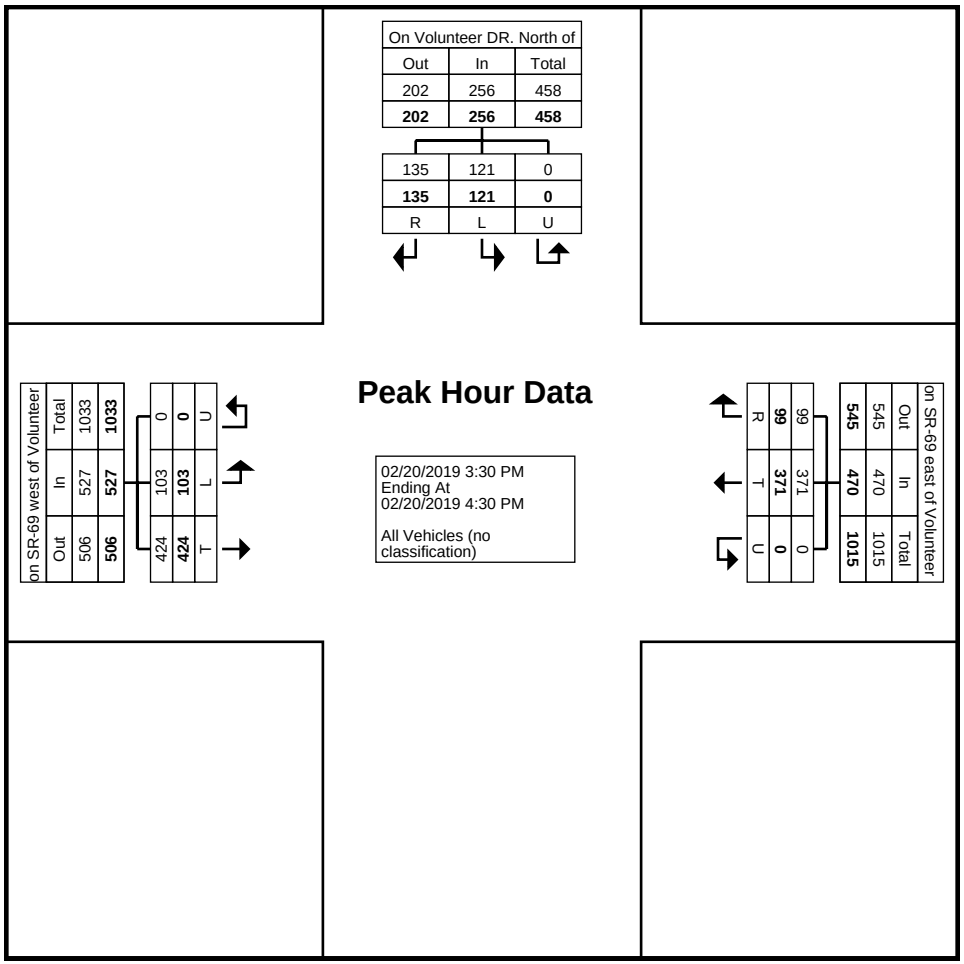
Turning Movement Peak Hour Data (3:30 PM)

Start Time	On Volunteer DR. North of SR-69 Southbound				on SR-69 east of Volunteer DR. in Paris TN Westbound				on SR-69 west of Volunteer DR. in Paris TN Eastbound				
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
3:30 PM	32	33	0	65	37	124	0	161	99	27	0	126	352
3:45 PM	34	34	0	68	22	82	0	104	89	32	0	121	293
4:00 PM	38	28	0	66	24	84	0	108	109	22	0	131	305
4:15 PM	31	26	0	57	16	81	0	97	127	22	0	149	303
Total	135	121	0	256	99	371	0	470	424	103	0	527	1253
Approach %	52.7	47.3	0.0	-	21.1	78.9	0.0	-	80.5	19.5	0.0	-	-
Total %	10.8	9.7	0.0	20.4	7.9	29.6	0.0	37.5	33.8	8.2	0.0	42.1	-
PHF	0.888	0.890	0.000	0.941	0.669	0.748	0.000	0.730	0.835	0.805	0.000	0.884	0.890
All Vehicles (no classification)	135	121	0	256	99	371	0	470	424	103	0	527	1253
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Volunteer DR. in Paris Tn
Site Code: STA-10
Start Date: 02/20/2019



Turning Movement Peak Hour Data Plot (3:30 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 and Wood St. in Paris TN
Site Code: STA 11
Start Date: 02/21/2019

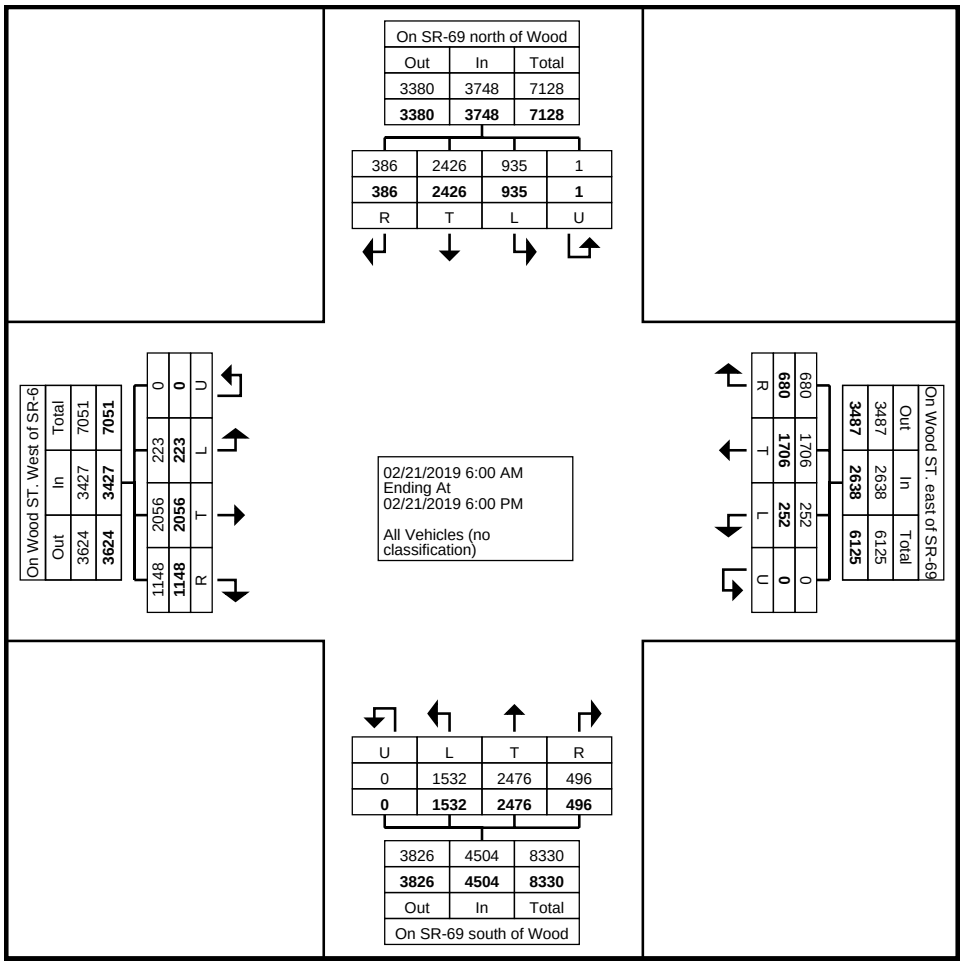
Turning Movement Data

Start Time	On SR-69 north of Wood ST. Southbound					On Wood ST. east of SR-69 Westbound					On SR-69 south of Wood ST. Northbound					On Wood ST. West of SR-69 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	5	21	9	0	35	4	14	2	0	20	2	19	12	0	33	14	16	1	0	31	119
6:15 AM	6	17	8	0	31	6	34	0	0	40	2	21	15	0	38	13	23	0	0	36	145
6:30 AM	5	34	9	0	48	7	27	1	0	35	2	34	25	0	61	15	36	2	0	53	197
6:45 AM	4	40	16	0	60	7	35	1	0	43	2	33	12	0	47	20	38	3	0	61	211
Hourly Total	20	112	42	0	174	24	110	4	0	138	8	107	64	0	179	62	113	6	0	181	672
7:00 AM	6	33	20	0	59	8	29	4	0	41	3	25	19	0	47	14	36	1	0	51	198
7:15 AM	8	43	24	0	75	2	41	1	0	44	11	30	27	0	68	26	59	0	0	85	272
7:30 AM	8	56	25	0	89	10	42	4	0	56	7	36	21	0	64	20	74	1	0	95	304
7:45 AM	8	39	21	0	68	15	43	4	0	62	7	46	34	0	87	21	58	3	0	82	299
Hourly Total	30	171	90	0	291	35	155	13	0	203	28	137	101	0	266	81	227	5	0	313	1073
8:00 AM	9	37	5	1	52	9	35	2	0	46	8	38	24	0	70	19	44	4	0	67	235
8:15 AM	8	31	19	0	58	4	26	1	0	31	8	46	32	0	86	25	30	7	0	62	237
8:30 AM	6	37	16	0	59	12	24	4	0	40	9	51	21	0	81	23	33	13	0	69	249
8:45 AM	11	36	18	0	65	12	23	5	0	40	16	41	30	0	87	14	34	6	0	54	246
Hourly Total	34	141	58	1	234	37	108	12	0	157	41	176	107	0	324	81	141	30	0	252	967
9:00 AM	4	41	16	0	61	12	31	1	0	44	9	37	23	0	69	23	28	4	0	55	229
9:15 AM	7	44	18	0	69	11	24	2	0	37	13	45	33	0	91	21	59	3	0	83	280
9:30 AM	6	42	21	0	69	9	32	5	0	46	13	30	27	0	70	14	32	6	0	52	237
9:45 AM	7	37	18	0	62	16	24	9	0	49	17	50	19	0	86	25	39	2	0	66	263
Hourly Total	24	164	73	0	261	48	111	17	0	176	52	162	102	0	316	83	158	15	0	256	1009
10:00 AM	10	40	14	0	64	12	23	5	0	40	16	46	18	0	80	24	42	5	0	71	255
10:15 AM	7	40	9	0	56	20	34	1	0	55	17	57	36	0	110	18	36	1	0	55	276
10:30 AM	10	44	25	0	79	15	33	6	0	54	13	54	26	0	93	18	43	9	0	70	296
10:45 AM	11	48	25	0	84	15	30	6	0	51	10	44	30	0	84	23	48	7	0	78	297
Hourly Total	38	172	73	0	283	62	120	18	0	200	56	201	110	0	367	83	169	22	0	274	1124
11:00 AM	11	53	28	0	92	20	35	6	0	61	14	54	24	0	92	29	41	6	0	76	321
11:15 AM	12	51	19	0	82	12	33	3	0	48	22	53	29	0	104	28	48	3	0	79	313
11:30 AM	9	63	26	0	98	15	34	9	0	58	12	52	34	0	98	28	46	6	0	80	334
11:45 AM	6	59	24	0	89	16	43	9	0	68	14	59	30	0	103	36	41	3	0	80	340
Hourly Total	38	226	97	0	361	63	145	27	0	235	62	218	117	0	397	121	176	18	0	315	1308
12:00 PM	12	60	21	0	93	13	25	4	0	42	7	63	41	0	111	37	34	2	0	73	319
12:15 PM	8	45	20	0	73	10	31	5	0	46	8	75	39	0	122	26	50	8	0	84	325
12:30 PM	4	48	23	0	75	14	36	7	0	57	17	74	28	0	119	30	34	5	0	69	320
12:45 PM	11	42	19	0	72	23	43	7	0	73	6	55	38	0	99	29	37	6	0	72	316
Hourly Total	35	195	83	0	313	60	135	23	0	218	38	267	146	0	451	122	155	21	0	298	1280
1:00 PM	9	52	24	0	85	15	39	9	0	63	10	68	44	0	122	31	45	4	0	80	350
1:15 PM	4	59	27	0	90	26	40	6	0	72	17	60	37	0	114	24	26	9	0	59	335
1:30 PM	13	41	23	0	77	22	25	11	0	58	16	50	33	0	99	33	38	2	0	73	307
1:45 PM	5	66	25	0	96	15	33	6	0	54	13	39	33	0	85	17	40	7	0	64	299
Hourly Total	31	218	99	0	348	78	137	32	0	247	56	217	147	0	420	105	149	22	0	276	1291
2:00 PM	9	57	24	0	90	18	37	10	0	65	13	66	34	0	113	21	49	4	0	74	342

2:15 PM	3	54	22	0	79	13	43	6	0	62	7	47	37	0	91	17	41	1	0	59	291
2:30 PM	6	61	17	0	84	23	42	7	0	72	10	47	38	0	95	18	47	4	0	69	320
2:45 PM	4	64	15	0	83	12	56	4	0	72	10	57	39	0	106	29	48	2	0	79	340
Hourly Total	22	236	78	0	336	66	178	27	0	271	40	217	148	0	405	85	185	11	0	281	1293
3:00 PM	5	58	15	0	78	23	30	6	0	59	14	64	37	0	115	30	42	8	0	80	332
3:15 PM	8	67	15	0	90	13	38	12	0	63	15	57	44	0	116	27	49	7	0	83	352
3:30 PM	11	73	15	0	99	15	58	7	0	80	10	52	35	0	97	28	51	13	0	92	368
3:45 PM	11	59	17	0	87	16	44	7	0	67	5	75	32	0	112	39	52	10	0	101	367
Hourly Total	35	257	62	0	354	67	170	32	0	269	44	248	148	0	440	124	194	38	0	356	1419
4:00 PM	15	65	28	0	108	17	50	11	0	78	7	69	41	0	117	30	52	7	0	89	392
4:15 PM	7	70	24	0	101	12	42	1	0	55	16	61	43	0	120	24	63	8	0	95	371
4:30 PM	16	89	26	0	131	25	48	5	0	78	10	81	43	0	134	31	58	4	0	93	436
4:45 PM	15	63	29	0	107	18	42	10	0	70	7	69	39	0	115	23	48	2	0	73	365
Hourly Total	53	287	107	0	447	72	182	27	0	281	40	280	166	0	486	108	221	21	0	350	1564
5:00 PM	11	72	19	0	102	21	46	4	0	71	10	76	38	0	124	21	52	1	0	74	371
5:15 PM	4	57	18	0	79	18	50	9	0	77	9	70	37	0	116	25	44	4	0	73	345
5:30 PM	5	61	18	0	84	18	36	2	0	56	8	36	48	0	92	22	39	6	0	67	299
5:45 PM	6	57	18	0	81	11	23	5	0	39	4	64	53	0	121	25	33	3	0	61	302
Hourly Total	26	247	73	0	346	68	155	20	0	243	31	246	176	0	453	93	168	14	0	275	1317
Grand Total	386	2426	935	1	3748	680	1706	252	0	2638	496	2476	1532	0	4504	1148	2056	223	0	3427	14317
Approach %	10.3	64.7	24.9	0.0	-	25.8	64.7	9.6	0.0	-	11.0	55.0	34.0	0.0	-	33.5	60.0	6.5	0.0	-	-
Total %	2.7	16.9	6.5	0.0	26.2	4.7	11.9	1.8	0.0	18.4	3.5	17.3	10.7	0.0	31.5	8.0	14.4	1.6	0.0	23.9	-
All Vehicles (no classification)	386	2426	935	1	3748	680	1706	252	0	2638	496	2476	1532	0	4504	1148	2056	223	0	3427	14317
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

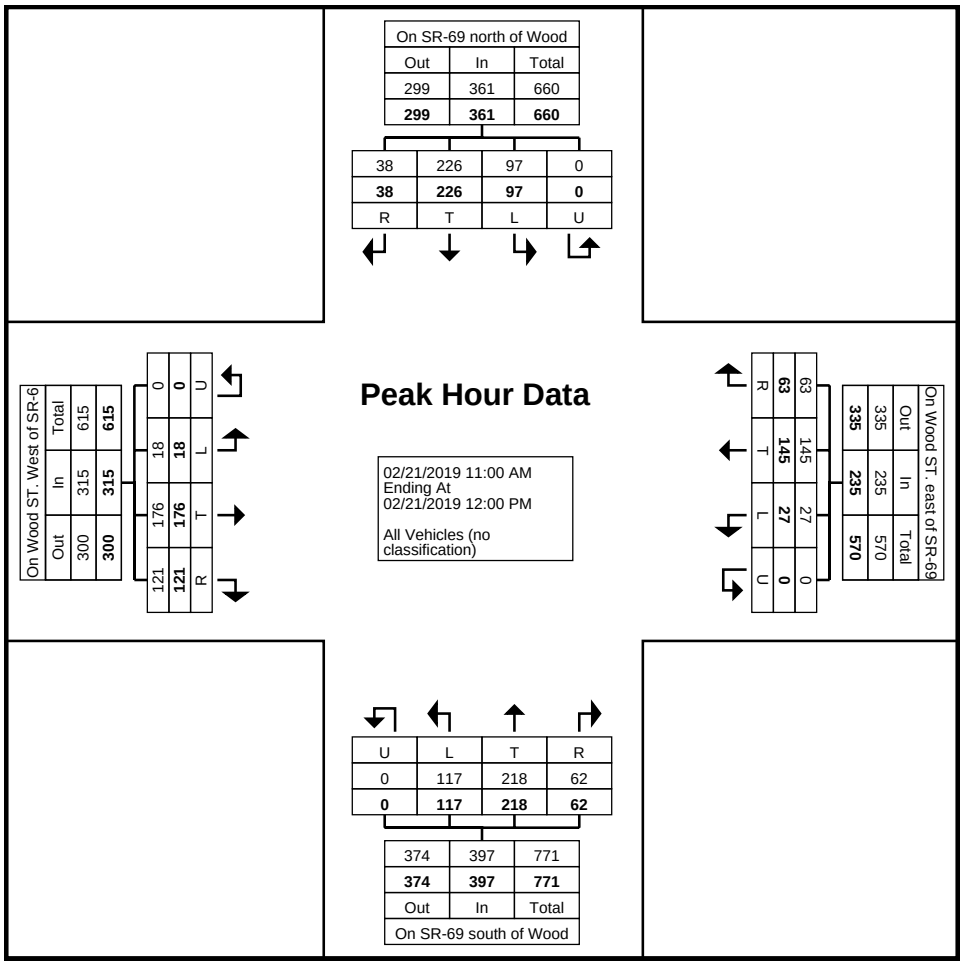
Count Name: SR-69 and Wood St. in Paris TN
Site Code: STA 11
Start Date: 02/21/2019

Turning Movement Peak Hour Data (11:00 AM)

Start Time	On SR-69 north of Wood ST. Southbound					On Wood ST. east of SR-69 Westbound					On SR-69 south of Wood ST. Northbound					On Wood ST. West of SR-69 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	11	53	28	0	92	20	35	6	0	61	14	54	24	0	92	29	41	6	0	76	321
11:15 AM	12	51	19	0	82	12	33	3	0	48	22	53	29	0	104	28	48	3	0	79	313
11:30 AM	9	63	26	0	98	15	34	9	0	58	12	52	34	0	98	28	46	6	0	80	334
11:45 AM	6	59	24	0	89	16	43	9	0	68	14	59	30	0	103	36	41	3	0	80	340
Total	38	226	97	0	361	63	145	27	0	235	62	218	117	0	397	121	176	18	0	315	1308
Approach %	10.5	62.6	26.9	0.0	-	26.8	61.7	11.5	0.0	-	15.6	54.9	29.5	0.0	-	38.4	55.9	5.7	0.0	-	-
Total %	2.9	17.3	7.4	0.0	27.6	4.8	11.1	2.1	0.0	18.0	4.7	16.7	8.9	0.0	30.4	9.3	13.5	1.4	0.0	24.1	-
PHF	0.792	0.897	0.866	0.000	0.921	0.788	0.843	0.750	0.000	0.864	0.705	0.924	0.860	0.000	0.954	0.840	0.917	0.750	0.000	0.984	0.962
All Vehicles (no classification)	38	226	97	0	361	63	145	27	0	235	62	218	117	0	397	121	176	18	0	315	1308
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

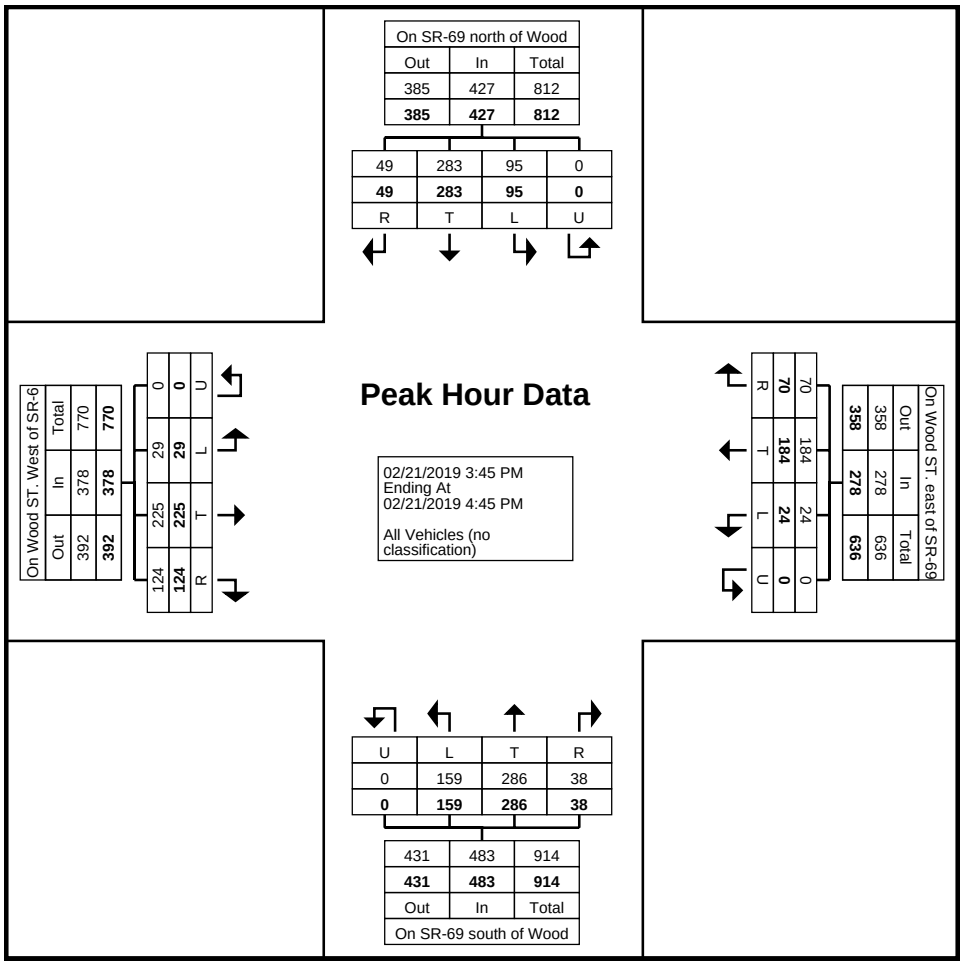
Count Name: SR-69 and Wood St. in Paris TN
Site Code: STA 11
Start Date: 02/21/2019

Turning Movement Peak Hour Data (3:45 PM)

Start Time	On SR-69 north of Wood ST. Southbound					On Wood ST. east of SR-69 Westbound					On SR-69 south of Wood ST. Northbound					On Wood ST. West of SR-69 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
3:45 PM	11	59	17	0	87	16	44	7	0	67	5	75	32	0	112	39	52	10	0	101	367
4:00 PM	15	65	28	0	108	17	50	11	0	78	7	69	41	0	117	30	52	7	0	89	392
4:15 PM	7	70	24	0	101	12	42	1	0	55	16	61	43	0	120	24	63	8	0	95	371
4:30 PM	16	89	26	0	131	25	48	5	0	78	10	81	43	0	134	31	58	4	0	93	436
Total	49	283	95	0	427	70	184	24	0	278	38	286	159	0	483	124	225	29	0	378	1566
Approach %	11.5	66.3	22.2	0.0	-	25.2	66.2	8.6	0.0	-	7.9	59.2	32.9	0.0	-	32.8	59.5	7.7	0.0	-	-
Total %	3.1	18.1	6.1	0.0	27.3	4.5	11.7	1.5	0.0	17.8	2.4	18.3	10.2	0.0	30.8	7.9	14.4	1.9	0.0	24.1	-
PHF	0.766	0.795	0.848	0.000	0.815	0.700	0.920	0.545	0.000	0.891	0.594	0.883	0.924	0.000	0.901	0.795	0.893	0.725	0.000	0.936	0.898
All Vehicles (no classification)	49	283	95	0	427	70	184	24	0	278	38	286	159	0	483	124	225	29	0	378	1566
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (3:45 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Blythe ST. in Paris Tn
Site Code: STA-3
Start Date: 02/21/2019

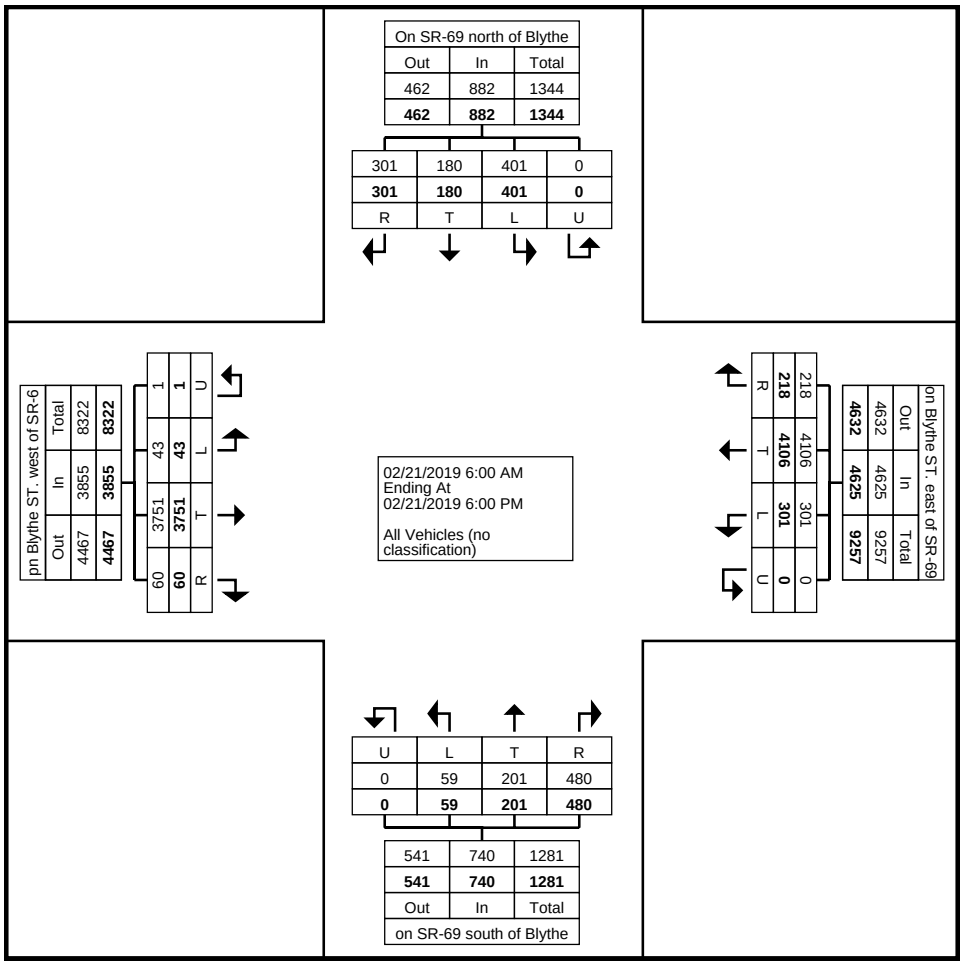
Turning Movement Data

Start Time	On SR-69 north of Blythe ST. Southbound					on Blythe ST. east of SR-69 Westbound					on SR-69 south of Blythe St. Northbound					pn Blythe ST. west of SR-69 in Paris Tn Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	2	0	0	0	2	1	29	3	0	33	3	1	0	0	4	0	40	0	0	40	79
6:15 AM	0	1	4	0	5	0	37	1	0	38	2	1	0	0	3	0	30	0	0	30	76
6:30 AM	1	2	0	0	3	2	57	2	0	61	8	3	0	0	11	0	50	0	0	50	125
6:45 AM	1	1	2	0	4	5	45	0	0	50	5	0	1	0	6	0	60	0	0	60	120
Hourly Total	4	4	6	0	14	8	168	6	0	182	18	5	1	0	24	0	180	0	0	180	400
7:00 AM	3	1	1	0	5	5	41	6	0	52	4	5	0	0	9	0	52	0	0	52	118
7:15 AM	3	3	7	0	13	7	64	8	0	79	10	5	1	0	16	0	70	0	0	70	178
7:30 AM	3	3	9	0	15	8	59	4	0	71	12	10	3	0	25	0	80	0	1	81	192
7:45 AM	2	6	7	0	15	17	81	4	0	102	11	13	2	0	26	1	62	1	0	64	207
Hourly Total	11	13	24	0	48	37	245	22	0	304	37	33	6	0	76	1	264	1	1	267	695
8:00 AM	6	2	5	0	13	7	62	10	0	79	8	6	1	0	15	1	59	0	0	60	167
8:15 AM	9	6	5	0	20	7	74	1	0	82	4	2	0	0	6	1	58	0	0	59	167
8:30 AM	4	2	12	0	18	6	79	5	0	90	8	1	0	0	9	2	63	1	0	66	183
8:45 AM	4	0	10	0	14	7	75	8	0	90	5	4	2	0	11	1	57	0	0	58	173
Hourly Total	23	10	32	0	65	27	290	24	0	341	25	13	3	0	41	5	237	1	0	243	690
9:00 AM	5	5	9	0	19	5	63	3	0	71	14	0	2	0	16	1	62	1	0	64	170
9:15 AM	7	4	6	0	17	4	81	5	0	90	9	3	2	0	14	2	67	0	0	69	190
9:30 AM	10	4	6	0	20	3	61	6	0	70	7	6	1	0	14	5	57	1	0	63	167
9:45 AM	6	4	5	0	15	2	79	4	0	85	6	2	3	0	11	1	70	0	0	71	182
Hourly Total	28	17	26	0	71	14	284	18	0	316	36	11	8	0	55	9	256	2	0	267	709
10:00 AM	9	7	4	0	20	2	71	2	0	75	12	4	1	0	17	1	62	4	0	67	179
10:15 AM	5	3	6	0	14	2	110	7	0	119	8	1	0	0	9	0	60	1	0	61	203
10:30 AM	10	2	5	0	17	2	76	5	0	83	7	2	2	0	11	2	68	1	0	71	182
10:45 AM	7	4	7	0	18	4	82	3	0	89	5	5	1	0	11	0	76	2	0	78	196
Hourly Total	31	16	22	0	69	10	339	17	0	366	32	12	4	0	48	3	266	8	0	277	760
11:00 AM	13	4	13	0	30	0	71	2	0	73	14	3	2	0	19	2	88	0	0	90	212
11:15 AM	17	1	8	0	26	0	84	7	0	91	10	2	4	0	16	3	77	1	0	81	214
11:30 AM	5	3	16	0	24	4	87	3	0	94	6	5	1	0	12	3	92	1	0	96	226
11:45 AM	6	10	16	0	32	7	98	9	0	114	11	7	1	0	19	0	106	2	0	108	273
Hourly Total	41	18	53	0	112	11	340	21	0	372	41	17	8	0	66	8	363	4	0	375	925
12:00 PM	6	7	17	0	30	12	105	8	0	125	15	10	0	0	25	1	103	0	0	104	284
12:15 PM	8	1	12	0	21	9	112	12	0	133	13	2	2	0	17	0	77	0	0	77	248
12:30 PM	6	6	6	0	18	2	114	8	0	124	8	1	0	0	9	0	83	2	0	85	236
12:45 PM	6	4	10	0	20	3	96	7	0	106	13	4	0	0	17	2	77	0	0	79	222
Hourly Total	26	18	45	0	89	26	427	35	0	488	49	17	2	0	68	3	340	2	0	345	990
1:00 PM	9	5	7	0	21	4	104	4	0	112	17	6	2	0	25	1	85	0	0	86	244
1:15 PM	6	3	12	0	21	4	103	9	0	116	17	3	3	0	23	0	88	1	0	89	249
1:30 PM	5	3	3	0	11	5	88	7	0	100	16	5	1	0	22	2	82	0	0	84	217
1:45 PM	6	6	9	0	21	2	76	7	0	85	14	5	2	0	21	1	84	5	0	90	217
Hourly Total	26	17	31	0	74	15	371	27	0	413	64	19	8	0	91	4	339	6	0	349	927
2:00 PM	7	2	6	0	15	11	105	7	0	123	8	2	1	0	11	2	86	2	0	90	239

2:15 PM	2	4	5	0	11	2	87	5	0	94	9	3	2	0	14	1	72	3	0	76	195
2:30 PM	8	6	4	0	18	4	90	7	0	101	6	3	0	0	9	2	79	0	0	81	209
2:45 PM	11	3	5	0	19	2	94	8	0	104	11	5	0	0	16	0	92	5	0	97	236
Hourly Total	28	15	20	0	63	19	376	27	0	422	34	13	3	0	50	5	329	10	0	344	879
3:00 PM	6	2	5	0	13	3	113	12	0	128	14	2	3	0	19	1	89	0	0	90	250
3:15 PM	11	4	10	0	25	5	98	8	0	111	11	2	2	0	15	2	106	1	0	109	260
3:30 PM	7	5	16	0	28	6	84	13	0	103	15	7	2	0	24	3	107	0	0	110	265
3:45 PM	4	4	12	0	20	3	106	11	0	120	18	10	0	0	28	3	105	0	0	108	276
Hourly Total	28	15	43	0	86	17	401	44	0	462	58	21	7	0	86	9	407	1	0	417	1051
4:00 PM	15	6	11	0	32	7	102	12	0	121	13	5	1	0	19	3	103	1	0	107	279
4:15 PM	12	5	9	0	26	4	110	8	0	122	11	5	2	0	18	1	92	0	0	93	259
4:30 PM	3	4	25	0	32	3	126	4	0	133	14	2	1	0	17	1	121	1	0	123	305
4:45 PM	5	6	12	0	23	2	105	5	0	112	10	5	3	0	18	1	93	1	0	95	248
Hourly Total	35	21	57	0	113	16	443	29	0	488	48	17	7	0	72	6	409	3	0	418	1091
5:00 PM	8	6	15	0	29	9	112	5	0	126	15	3	2	0	20	2	98	0	0	100	275
5:15 PM	6	4	12	0	22	1	112	10	0	123	12	6	0	0	18	0	91	3	0	94	257
5:30 PM	3	3	8	0	14	5	84	7	0	96	8	9	0	0	17	3	85	0	0	88	215
5:45 PM	3	3	7	0	13	3	114	9	0	126	3	5	0	0	8	2	87	2	0	91	238
Hourly Total	20	16	42	0	78	18	422	31	0	471	38	23	2	0	63	7	361	5	0	373	985
Grand Total	301	180	401	0	882	218	4106	301	0	4625	480	201	59	0	740	60	3751	43	1	3855	10102
Approach %	34.1	20.4	45.5	0.0	-	4.7	88.8	6.5	0.0	-	64.9	27.2	8.0	0.0	-	1.6	97.3	1.1	0.0	-	-
Total %	3.0	1.8	4.0	0.0	8.7	2.2	40.6	3.0	0.0	45.8	4.8	2.0	0.6	0.0	7.3	0.6	37.1	0.4	0.0	38.2	-
All Vehicles (no classification)	301	180	401	0	882	218	4106	301	0	4625	480	201	59	0	740	60	3751	43	1	3855	10102
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Blythe ST. in Paris Tn
Site Code: STA-3
Start Date: 02/21/2019

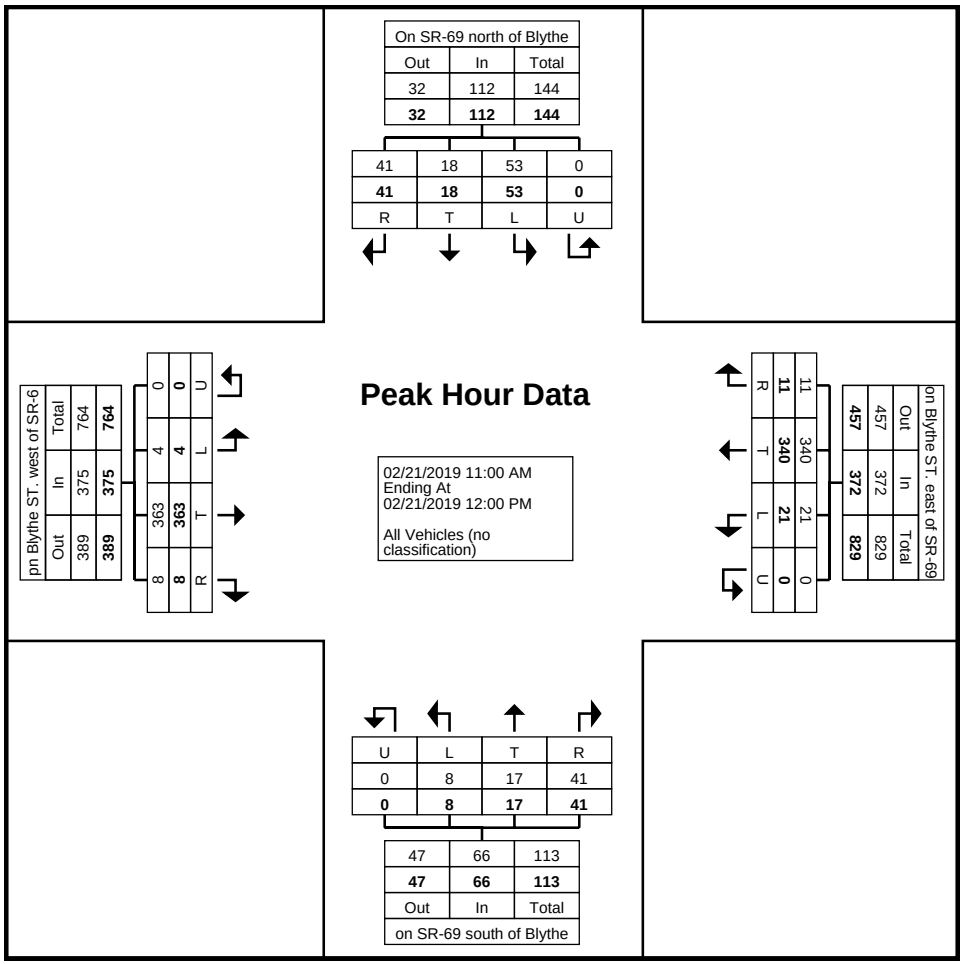
Turning Movement Peak Hour Data (11:00 AM)

Start Time	On SR-69 north of Blythe ST. Southbound					on Blythe ST. east of SR-69 Westbound					on SR-69 south of Blythe St. Northbound					pn Blythe ST. west of SR-69 in Paris Tn Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	13	4	13	0	30	0	71	2	0	73	14	3	2	0	19	2	88	0	0	90	212
11:15 AM	17	1	8	0	26	0	84	7	0	91	10	2	4	0	16	3	77	1	0	81	214
11:30 AM	5	3	16	0	24	4	87	3	0	94	6	5	1	0	12	3	92	1	0	96	226
11:45 AM	6	10	16	0	32	7	98	9	0	114	11	7	1	0	19	0	106	2	0	108	273
Total	41	18	53	0	112	11	340	21	0	372	41	17	8	0	66	8	363	4	0	375	925
Approach %	36.6	16.1	47.3	0.0	-	3.0	91.4	5.6	0.0	-	62.1	25.8	12.1	0.0	-	2.1	96.8	1.1	0.0	-	-
Total %	4.4	1.9	5.7	0.0	12.1	1.2	36.8	2.3	0.0	40.2	4.4	1.8	0.9	0.0	7.1	0.9	39.2	0.4	0.0	40.5	-
PHF	0.603	0.450	0.828	0.000	0.875	0.393	0.867	0.583	0.000	0.816	0.732	0.607	0.500	0.000	0.868	0.667	0.856	0.500	0.000	0.868	0.847
All Vehicles (no classification)	41	18	53	0	112	11	340	21	0	372	41	17	8	0	66	8	363	4	0	375	925
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Blythe ST. in Paris Tn
Site Code: STA-3
Start Date: 02/21/2019



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Blythe ST. in Paris Tn
Site Code: STA-3
Start Date: 02/21/2019

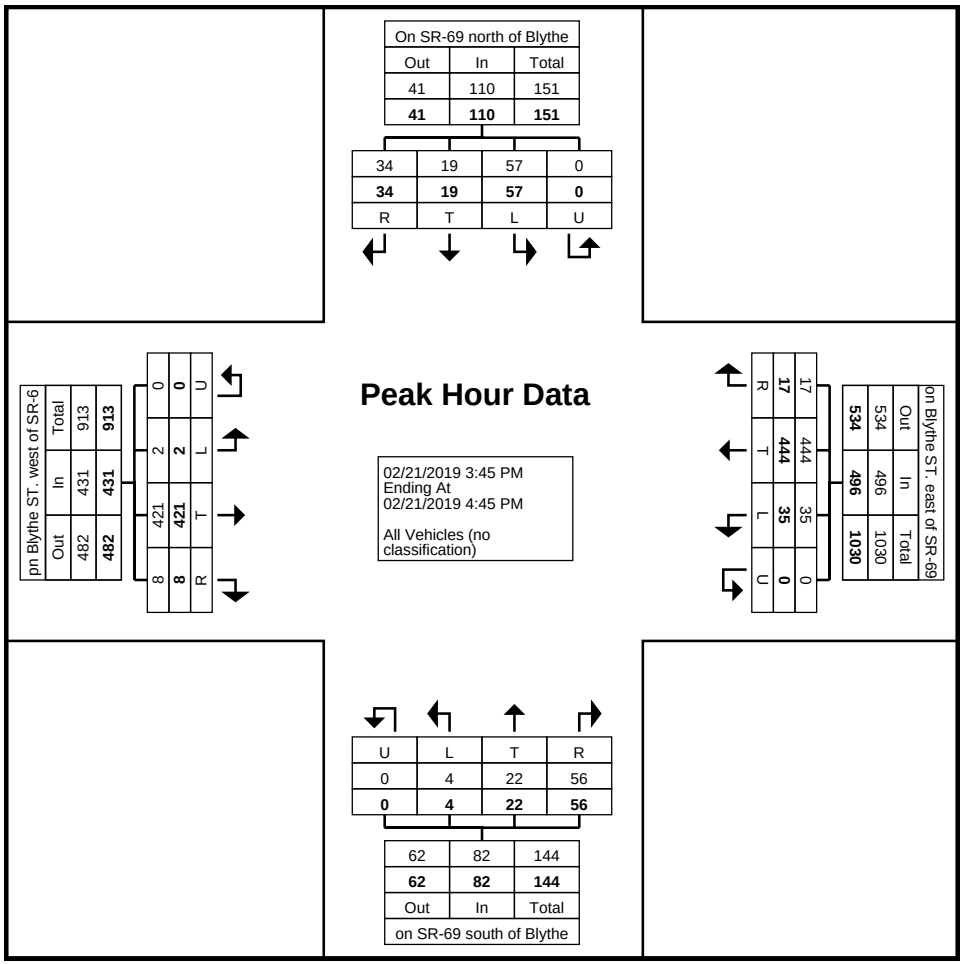
Turning Movement Peak Hour Data (3:45 PM)

Start Time	On SR-69 north of Blythe ST. Southbound					on Blythe ST. east of SR-69 Westbound					on SR-69 south of Blythe St. Northbound					pn Blythe ST. west of SR-69 in Paris Tn Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
3:45 PM	4	4	12	0	20	3	106	11	0	120	18	10	0	0	28	3	105	0	0	108	276
4:00 PM	15	6	11	0	32	7	102	12	0	121	13	5	1	0	19	3	103	1	0	107	279
4:15 PM	12	5	9	0	26	4	110	8	0	122	11	5	2	0	18	1	92	0	0	93	259
4:30 PM	3	4	25	0	32	3	126	4	0	133	14	2	1	0	17	1	121	1	0	123	305
Total	34	19	57	0	110	17	444	35	0	496	56	22	4	0	82	8	421	2	0	431	1119
Approach %	30.9	17.3	51.8	0.0	-	3.4	89.5	7.1	0.0	-	68.3	26.8	4.9	0.0	-	1.9	97.7	0.5	0.0	-	-
Total %	3.0	1.7	5.1	0.0	9.8	1.5	39.7	3.1	0.0	44.3	5.0	2.0	0.4	0.0	7.3	0.7	37.6	0.2	0.0	38.5	-
PHF	0.567	0.792	0.570	0.000	0.859	0.607	0.881	0.729	0.000	0.932	0.778	0.550	0.500	0.000	0.732	0.667	0.870	0.500	0.000	0.876	0.917
All Vehicles (no classification)	34	19	57	0	110	17	444	35	0	496	56	22	4	0	82	8	421	2	0	431	1119
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Blythe ST. in Paris Tn
Site Code: STA-3
Start Date: 02/21/2019



Turning Movement Peak Hour Data Plot (3:45 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Irvine ST. in Paris Tn
Site Code: STA-5
Start Date: 02/21/2019

Turning Movement Data

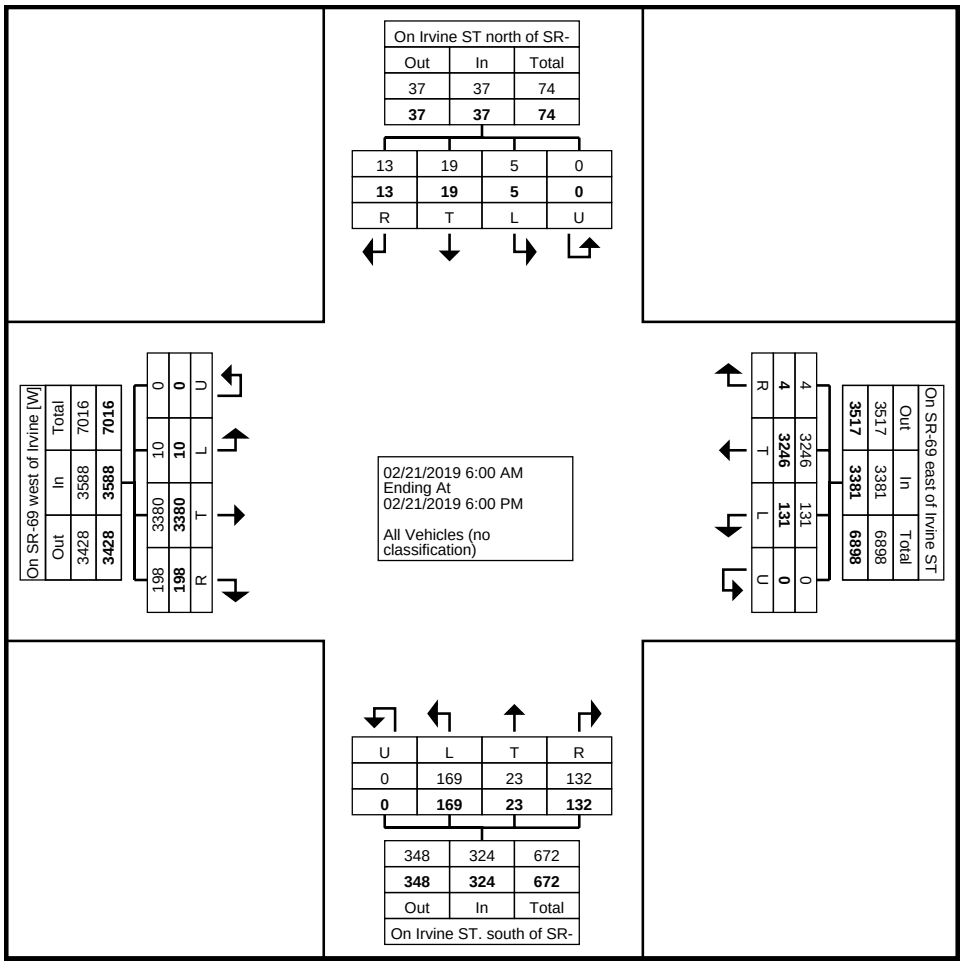
Start Time	On Irvine ST north of SR-69 Southbound					On SR-69 east of Irvine ST Westbound					On Irvine ST. south of SR-69 Northbound					On SR-69 west of Irvine Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	0	0	32	0	0	32	2	0	0	0	2	0	31	0	0	31	65
6:15 AM	0	0	0	0	0	0	49	1	0	50	0	1	1	0	2	0	35	0	0	35	87
6:30 AM	0	1	0	0	1	0	57	3	0	60	2	2	0	0	4	0	63	0	0	63	128
6:45 AM	0	0	0	0	0	0	50	3	0	53	0	0	1	0	1	5	63	1	0	69	123
Hourly Total	0	1	0	0	1	0	188	7	0	195	4	3	2	0	9	5	192	1	0	198	403
7:00 AM	0	0	0	0	0	0	48	1	0	49	2	0	3	0	5	4	69	0	0	73	127
7:15 AM	0	0	0	0	0	0	64	4	0	68	1	0	5	0	6	2	87	0	0	89	163
7:30 AM	0	0	0	0	0	0	57	5	0	62	3	0	2	0	5	10	108	0	0	118	185
7:45 AM	0	1	0	0	1	0	72	2	0	74	1	0	3	0	4	9	96	0	0	105	184
Hourly Total	0	1	0	0	1	0	241	12	0	253	7	0	13	0	20	25	360	0	0	385	659
8:00 AM	0	1	0	0	1	0	57	3	0	60	1	0	2	0	3	5	74	0	0	79	143
8:15 AM	0	0	0	0	0	0	52	3	0	55	3	1	2	0	6	4	63	0	0	67	128
8:30 AM	0	0	0	0	0	0	44	5	0	49	3	0	2	0	5	1	69	0	0	70	124
8:45 AM	0	0	0	0	0	0	44	5	0	49	5	0	4	0	9	4	55	0	0	59	117
Hourly Total	0	1	0	0	1	0	197	16	0	213	12	1	10	0	23	14	261	0	0	275	512
9:00 AM	0	0	0	0	0	1	53	1	0	55	4	0	4	0	8	5	61	0	0	66	129
9:15 AM	0	1	0	0	1	0	57	0	0	57	2	1	3	0	6	3	73	1	0	77	141
9:30 AM	0	1	0	0	1	0	54	1	0	55	1	1	1	0	3	7	53	0	0	60	119
9:45 AM	0	1	0	0	1	0	51	3	0	54	3	0	4	0	7	5	55	0	0	60	122
Hourly Total	0	3	0	0	3	1	215	5	0	221	10	2	12	0	24	20	242	1	0	263	511
10:00 AM	0	0	0	0	0	0	37	0	0	37	4	0	1	0	5	0	59	1	0	60	102
10:15 AM	0	0	0	0	0	0	66	4	0	70	3	1	2	0	6	4	53	0	0	57	133
10:30 AM	0	0	0	0	0	0	56	1	0	57	1	0	3	0	4	4	66	0	0	70	131
10:45 AM	1	0	1	0	2	0	60	1	0	61	1	1	1	0	3	5	66	1	0	72	138
Hourly Total	1	0	1	0	2	0	219	6	0	225	9	2	7	0	18	13	244	2	0	259	504
11:00 AM	1	0	0	0	1	0	63	2	0	65	5	1	6	0	12	3	71	0	0	74	152
11:15 AM	0	0	0	0	0	0	52	3	0	55	4	0	1	0	5	4	68	0	0	72	132
11:30 AM	0	0	1	0	1	0	71	2	0	73	1	0	3	0	4	3	77	0	0	80	158
11:45 AM	2	1	0	0	3	0	67	4	0	71	2	0	3	0	5	5	78	0	0	83	162
Hourly Total	3	1	1	0	5	0	253	11	0	264	12	1	13	0	26	15	294	0	0	309	604
12:00 PM	0	1	0	0	1	0	70	1	0	71	2	2	5	0	9	5	72	0	0	77	158
12:15 PM	0	0	0	0	0	0	76	3	0	79	3	1	2	0	6	2	71	0	0	73	158
12:30 PM	1	0	0	0	1	0	68	2	0	70	0	1	3	0	4	4	63	0	0	67	142
12:45 PM	2	0	0	0	2	0	70	2	0	72	2	1	11	0	14	6	76	0	0	82	170
Hourly Total	3	1	0	0	4	0	284	8	0	292	7	5	21	0	33	17	282	0	0	299	628
1:00 PM	0	2	0	0	2	0	80	4	0	84	6	0	4	0	10	3	73	0	0	76	172
1:15 PM	0	0	0	0	0	0	66	5	0	71	5	1	5	0	11	7	59	0	0	66	148
1:30 PM	0	0	0	0	0	0	63	3	0	66	4	0	2	0	6	7	71	0	0	78	150
1:45 PM	0	1	0	0	1	0	65	2	0	67	5	0	4	0	9	3	59	0	0	62	139
Hourly Total	0	3	0	0	3	0	274	14	0	288	20	1	15	0	36	20	262	0	0	282	609
2:00 PM	0	0	0	0	0	1	73	4	0	78	1	0	1	0	2	4	70	1	0	75	155

2:15 PM	0	1	0	0	1	0	67	2	0	69	5	0	4	0	9	1	45	0	0	46	125
2:30 PM	1	0	1	0	2	0	86	5	0	91	1	1	5	0	7	2	62	0	0	64	164
2:45 PM	0	0	0	0	0	0	77	3	0	80	1	0	4	0	5	4	76	0	0	80	165
Hourly Total	1	1	1	0	3	1	303	14	0	318	8	1	14	0	23	11	253	1	0	265	609
3:00 PM	1	1	0	0	2	1	69	6	0	76	8	0	5	0	13	10	74	0	0	84	175
3:15 PM	0	0	0	0	0	0	86	2	0	88	5	0	10	0	15	8	78	1	0	87	190
3:30 PM	0	1	0	0	1	0	110	2	0	112	5	0	4	0	9	4	93	1	0	98	220
3:45 PM	0	1	0	0	1	0	66	4	0	70	2	1	6	0	9	7	118	0	0	125	205
Hourly Total	1	3	0	0	4	1	331	14	0	346	20	1	25	0	46	29	363	2	0	394	790
4:00 PM	0	1	0	0	1	0	83	1	0	84	1	0	6	0	7	5	87	1	0	93	185
4:15 PM	1	0	0	0	1	0	106	5	0	111	3	1	7	0	11	3	92	0	0	95	218
4:30 PM	1	1	0	0	2	0	108	4	0	112	7	3	6	0	16	5	95	1	0	101	231
4:45 PM	0	1	1	0	2	0	95	3	0	98	3	0	4	0	7	4	78	0	0	82	189
Hourly Total	2	3	1	0	6	0	392	13	0	405	14	4	23	0	41	17	352	2	0	371	823
5:00 PM	2	0	0	0	2	0	94	4	0	98	3	0	2	0	5	4	78	0	0	82	187
5:15 PM	0	0	0	0	0	0	84	4	0	88	3	0	6	0	9	2	72	1	0	75	172
5:30 PM	0	1	0	0	1	1	87	1	0	89	1	1	4	0	6	3	54	0	0	57	153
5:45 PM	0	0	1	0	1	0	84	2	0	86	2	1	2	0	5	3	71	0	0	74	166
Hourly Total	2	1	1	0	4	1	349	11	0	361	9	2	14	0	25	12	275	1	0	288	678
Grand Total	13	19	5	0	37	4	3246	131	0	3381	132	23	169	0	324	198	3380	10	0	3588	7330
Approach %	35.1	51.4	13.5	0.0	-	0.1	96.0	3.9	0.0	-	40.7	7.1	52.2	0.0	-	5.5	94.2	0.3	0.0	-	-
Total %	0.2	0.3	0.1	0.0	0.5	0.1	44.3	1.8	0.0	46.1	1.8	0.3	2.3	0.0	4.4	2.7	46.1	0.1	0.0	48.9	-
All Vehicles (no classification)	13	19	5	0	37	4	3246	131	0	3381	132	23	169	0	324	198	3380	10	0	3588	7330
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Irvine ST. in Paris Tn
Site Code: STA-5
Start Date: 02/21/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Irvine ST. in Paris Tn
Site Code: STA-5
Start Date: 02/21/2019

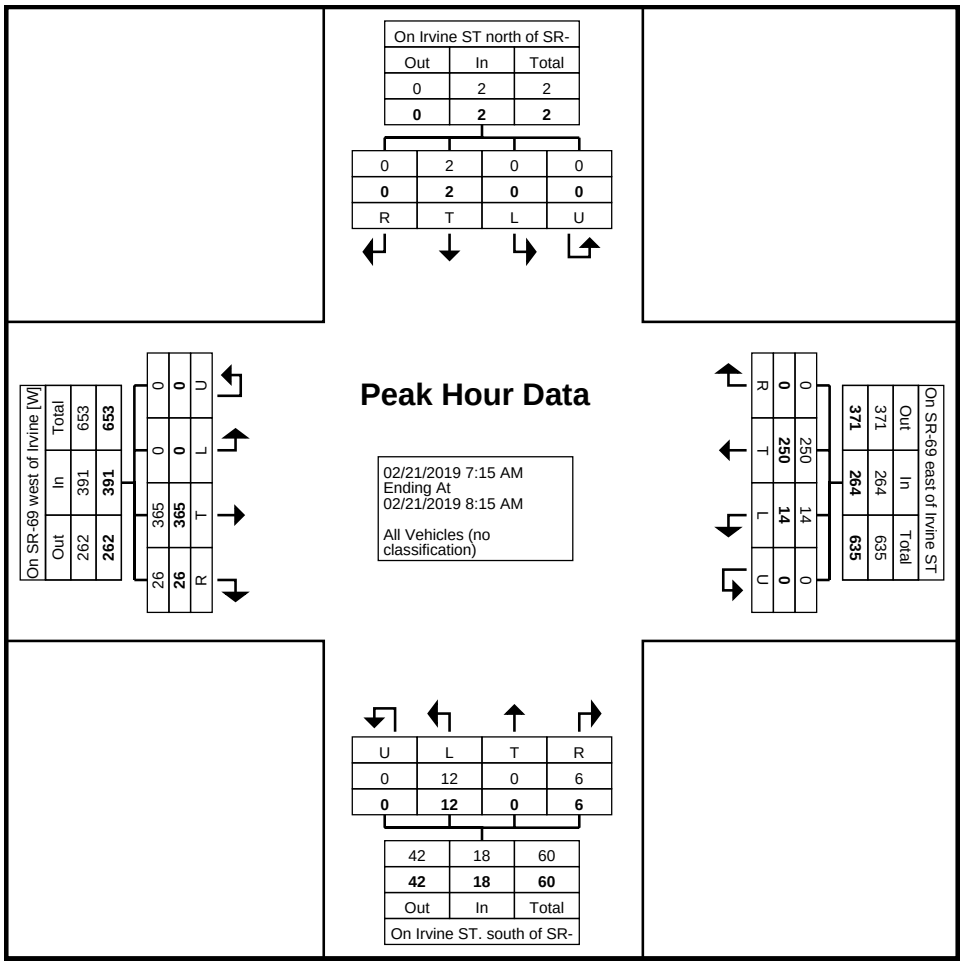
Turning Movement Peak Hour Data (7:15 AM)

Start Time	On Irvine ST north of SR-69 Southbound					On SR-69 east of Irvine ST Westbound					On Irvine ST. south of SR-69 Northbound					On SR-69 west of Irvine Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
7:15 AM	0	0	0	0	0	0	64	4	0	68	1	0	5	0	6	2	87	0	0	89	163
7:30 AM	0	0	0	0	0	0	57	5	0	62	3	0	2	0	5	10	108	0	0	118	185
7:45 AM	0	1	0	0	1	0	72	2	0	74	1	0	3	0	4	9	96	0	0	105	184
8:00 AM	0	1	0	0	1	0	57	3	0	60	1	0	2	0	3	5	74	0	0	79	143
Total	0	2	0	0	2	0	250	14	0	264	6	0	12	0	18	26	365	0	0	391	675
Approach %	0.0	100.0	0.0	0.0	-	0.0	94.7	5.3	0.0	-	33.3	0.0	66.7	0.0	-	6.6	93.4	0.0	0.0	-	-
Total %	0.0	0.3	0.0	0.0	0.3	0.0	37.0	2.1	0.0	39.1	0.9	0.0	1.8	0.0	2.7	3.9	54.1	0.0	0.0	57.9	-
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.868	0.700	0.000	0.892	0.500	0.000	0.600	0.000	0.750	0.650	0.845	0.000	0.000	0.828	0.912
All Vehicles (no classification)	0	2	0	0	2	0	250	14	0	264	6	0	12	0	18	26	365	0	0	391	675
% All Vehicles (no classification)	-	100.0	-	-	100.0	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Irvine ST. in Paris Tn
Site Code: STA-5
Start Date: 02/21/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Irvine ST. in Paris Tn
Site Code: STA-5
Start Date: 02/21/2019

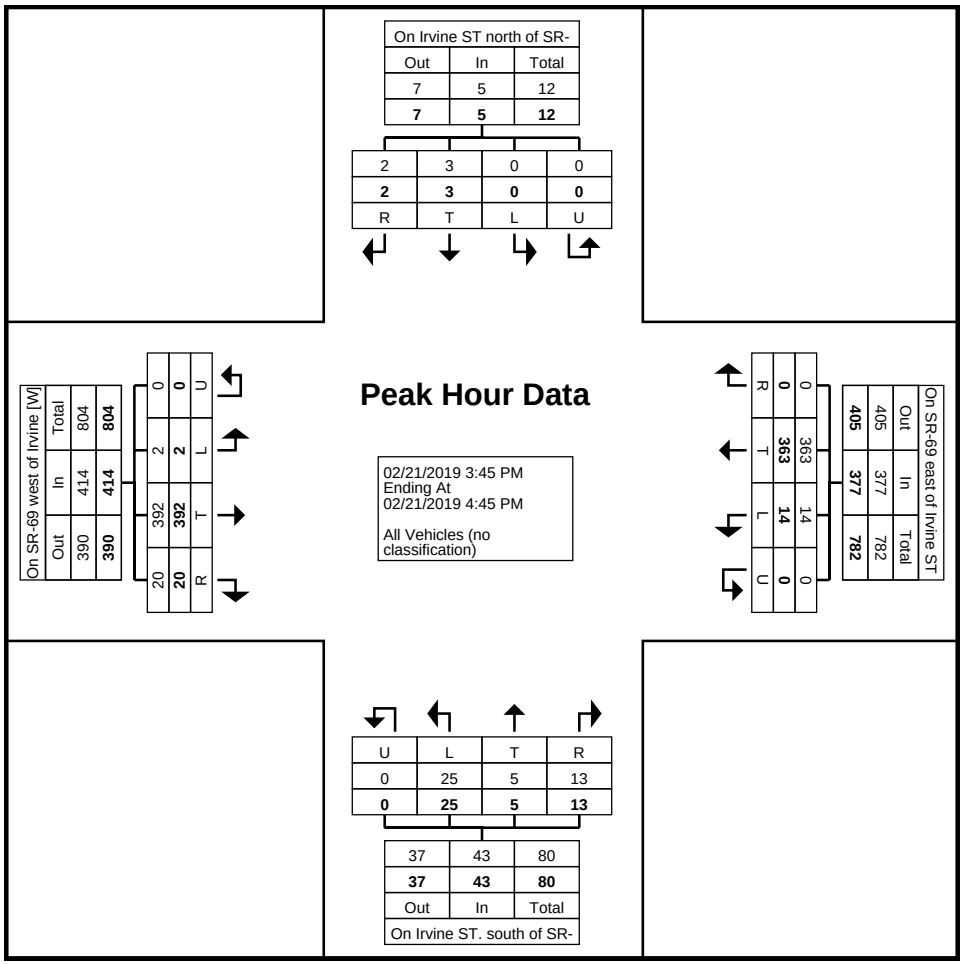
Turning Movement Peak Hour Data (3:45 PM)

Start Time	On Irvine ST north of SR-69 Southbound					On SR-69 east of Irvine ST Westbound					On Irvine ST. south of SR-69 Northbound					On SR-69 west of Irvine Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
3:45 PM	0	1	0	0	1	0	66	4	0	70	2	1	6	0	9	7	118	0	0	125	205
4:00 PM	0	1	0	0	1	0	83	1	0	84	1	0	6	0	7	5	87	1	0	93	185
4:15 PM	1	0	0	0	1	0	106	5	0	111	3	1	7	0	11	3	92	0	0	95	218
4:30 PM	1	1	0	0	2	0	108	4	0	112	7	3	6	0	16	5	95	1	0	101	231
Total	2	3	0	0	5	0	363	14	0	377	13	5	25	0	43	20	392	2	0	414	839
Approach %	40.0	60.0	0.0	0.0	-	0.0	96.3	3.7	0.0	-	30.2	11.6	58.1	0.0	-	4.8	94.7	0.5	0.0	-	-
Total %	0.2	0.4	0.0	0.0	0.6	0.0	43.3	1.7	0.0	44.9	1.5	0.6	3.0	0.0	5.1	2.4	46.7	0.2	0.0	49.3	-
PHF	0.500	0.750	0.000	0.000	0.625	0.000	0.840	0.700	0.000	0.842	0.464	0.417	0.893	0.000	0.672	0.714	0.831	0.500	0.000	0.828	0.908
All Vehicles (no classification)	2	3	0	0	5	0	363	14	0	377	13	5	25	0	43	20	392	2	0	414	839
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Irvine ST. in Paris Tn
Site Code: STA-5
Start Date: 02/21/2019



Turning Movement Peak Hour Data Plot (3:45 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Jim Adams Dr in Paris TN
Site Code: STA-6
Start Date: 02/20/2019

Turning Movement Data

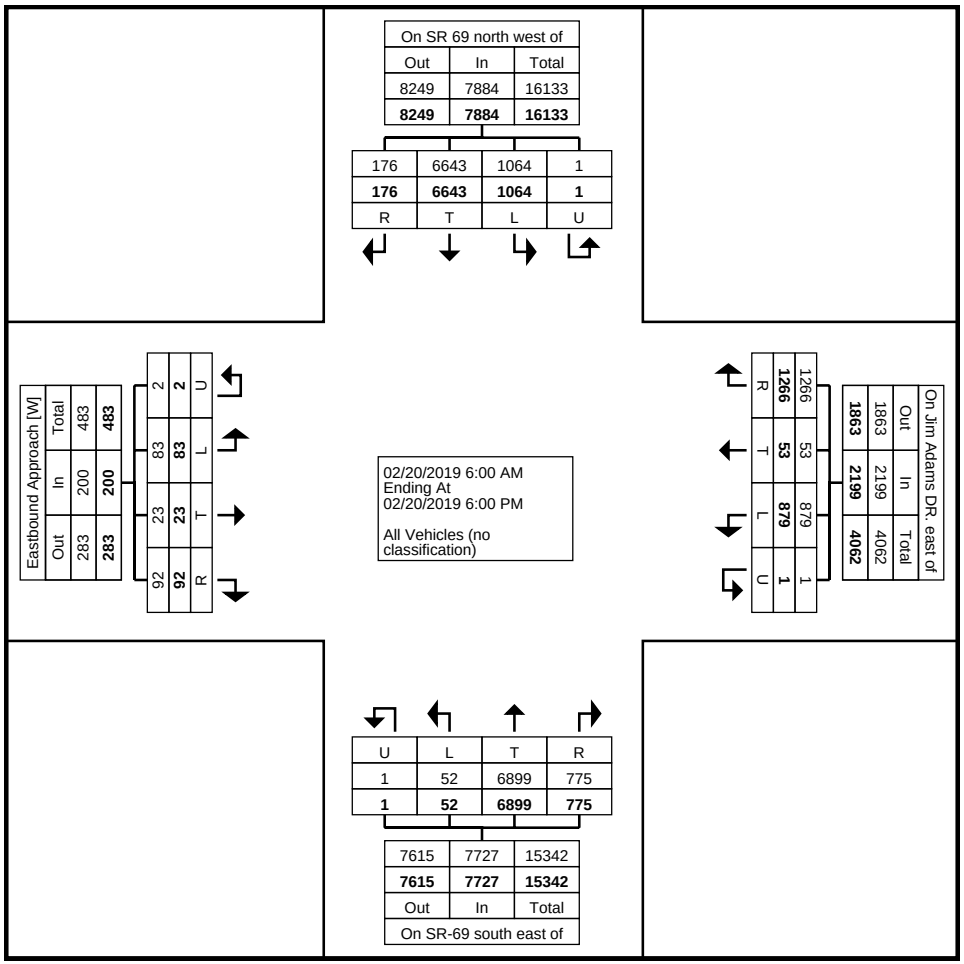
Start Time	On SR 69 north west of Jim Adams Dr. Southbound					On Jim Adams DR. east of SR-69 Westbound					On SR-69 south east of Jim Adams DR. Northbound					Eastbound Approach Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	25	7	0	32	8	2	1	1	12	3	47	0	0	50	0	0	1	0	1	95
6:15 AM	1	37	7	0	45	4	0	0	0	4	3	55	1	0	59	0	0	0	0	0	108
6:30 AM	4	49	9	0	62	12	0	2	0	14	3	79	2	0	84	0	1	1	0	2	162
6:45 AM	5	81	18	0	104	13	2	5	0	20	4	93	0	0	97	0	0	1	0	1	222
Hourly Total	10	192	41	0	243	37	4	8	1	50	13	274	3	0	290	0	1	3	0	4	587
7:00 AM	4	61	23	0	88	9	1	2	0	12	5	80	1	0	86	1	0	1	0	2	188
7:15 AM	4	66	38	0	108	25	3	2	0	30	2	94	1	0	97	2	0	0	0	2	237
7:30 AM	3	113	50	0	166	30	2	2	0	34	5	161	0	0	166	0	0	0	0	0	366
7:45 AM	9	117	48	0	174	28	2	10	0	40	6	154	0	0	160	2	1	0	0	3	377
Hourly Total	20	357	159	0	536	92	8	16	0	116	18	489	2	0	509	5	1	1	0	7	1168
8:00 AM	5	95	23	0	123	16	0	12	0	28	8	142	1	0	151	0	1	1	0	2	304
8:15 AM	1	83	18	0	102	14	1	7	0	22	12	109	2	0	123	0	1	0	0	1	248
8:30 AM	4	97	15	0	116	20	0	11	0	31	6	117	1	0	124	3	3	0	0	6	277
8:45 AM	0	109	18	0	127	23	0	10	0	33	7	121	0	0	128	2	0	0	0	2	290
Hourly Total	10	384	74	0	468	73	1	40	0	114	33	489	4	0	526	5	5	1	0	11	1119
9:00 AM	3	105	20	0	128	20	2	11	0	33	16	119	0	0	135	0	1	3	0	4	300
9:15 AM	2	104	26	0	132	24	2	15	0	41	11	107	1	0	119	1	0	0	0	1	293
9:30 AM	2	106	16	0	124	21	2	11	0	34	7	112	2	0	121	2	1	1	0	4	283
9:45 AM	5	106	22	0	133	31	1	18	0	50	12	121	0	0	133	1	0	3	0	4	320
Hourly Total	12	421	84	0	517	96	7	55	0	158	46	459	3	0	508	4	2	7	0	13	1196
10:00 AM	0	128	16	0	144	24	1	13	0	38	15	119	0	0	134	2	0	1	0	3	319
10:15 AM	2	135	25	0	162	12	1	18	0	31	11	121	0	0	132	0	0	3	0	3	328
10:30 AM	2	132	10	0	144	24	1	14	0	39	14	115	1	0	130	0	1	1	0	2	315
10:45 AM	6	153	29	0	188	26	3	24	0	53	18	139	0	0	157	1	0	0	1	2	400
Hourly Total	10	548	80	0	638	86	6	69	0	161	58	494	1	0	553	3	1	5	1	10	1362
11:00 AM	3	164	14	0	181	25	1	30	0	56	19	175	0	0	194	7	0	0	0	7	438
11:15 AM	6	144	14	0	164	41	2	32	0	75	22	151	1	0	174	3	0	4	0	7	420
11:30 AM	13	189	24	0	226	36	3	32	0	71	24	173	2	0	199	5	0	1	0	6	502
11:45 AM	6	175	30	0	211	27	0	35	0	62	22	172	1	0	195	4	0	1	0	5	473
Hourly Total	28	672	82	0	782	129	6	129	0	264	87	671	4	0	762	19	0	6	0	25	1833
12:00 PM	3	176	26	0	205	49	3	35	0	87	27	183	0	1	211	7	2	4	0	13	516
12:15 PM	7	190	29	0	226	26	3	26	0	55	24	187	3	0	214	6	0	3	0	9	504
12:30 PM	5	158	23	0	186	30	0	33	0	63	18	185	2	0	205	5	1	3	0	9	463
12:45 PM	2	180	23	1	206	20	0	24	0	44	29	176	2	0	207	4	0	4	0	8	465
Hourly Total	17	704	101	1	823	125	6	118	0	249	98	731	7	1	837	22	3	14	0	39	1948
1:00 PM	1	173	26	0	200	40	1	19	0	60	27	168	1	0	196	1	0	3	0	4	460
1:15 PM	2	149	25	0	176	21	1	20	0	42	15	188	0	0	203	0	0	1	0	1	422
1:30 PM	3	155	29	0	187	24	0	15	0	39	19	154	0	0	173	0	0	2	0	2	401
1:45 PM	0	144	29	0	173	35	4	19	0	58	27	153	0	0	180	0	0	0	0	0	411
Hourly Total	6	621	109	0	736	120	6	73	0	199	88	663	1	0	752	1	0	6	0	7	1694
2:00 PM	2	150	23	0	175	20	1	18	0	39	31	162	1	0	194	1	0	2	0	3	411

2:15 PM	2	168	17	0	187	40	1	19	0	60	20	144	0	0	164	1	1	2	0	4	415
2:30 PM	1	147	23	0	171	43	1	18	0	62	32	166	3	0	201	2	0	4	0	6	440
2:45 PM	3	159	23	0	185	39	0	38	0	77	12	148	3	0	163	1	0	3	1	5	430
Hourly Total	8	624	86	0	718	142	3	93	0	238	95	620	7	0	722	5	1	11	1	18	1696
3:00 PM	4	140	14	0	158	52	1	31	0	84	19	165	2	0	186	7	0	0	0	7	435
3:15 PM	4	202	29	0	235	24	0	22	0	46	13	166	5	0	184	3	1	1	0	5	470
3:30 PM	4	182	18	0	204	34	0	29	0	63	28	183	5	0	216	6	1	1	0	8	491
3:45 PM	4	171	24	0	199	36	0	24	0	60	9	179	2	0	190	4	1	4	0	9	458
Hourly Total	16	695	85	0	796	146	1	106	0	253	69	693	14	0	776	20	3	6	0	29	1854
4:00 PM	5	171	25	0	201	36	1	23	0	60	24	174	1	0	199	0	0	3	0	3	463
4:15 PM	5	168	21	0	194	20	0	26	0	46	23	147	0	0	170	3	0	5	0	8	418
4:30 PM	6	237	25	0	268	17	2	32	0	51	17	169	2	0	188	0	1	1	0	2	509
4:45 PM	5	193	21	0	219	35	0	22	0	57	25	147	0	0	172	2	2	5	0	9	457
Hourly Total	21	769	92	0	882	108	3	103	0	214	89	637	3	0	729	5	3	14	0	22	1847
5:00 PM	4	194	21	0	219	48	0	21	0	69	22	209	0	0	231	2	0	2	0	4	523
5:15 PM	6	148	17	0	171	16	0	17	0	33	16	175	3	0	194	0	1	1	0	2	400
5:30 PM	3	164	17	0	184	29	1	19	0	49	20	157	0	0	177	0	2	1	0	3	413
5:45 PM	5	150	16	0	171	19	1	12	0	32	23	138	0	0	161	1	0	5	0	6	370
Hourly Total	18	656	71	0	745	112	2	69	0	183	81	679	3	0	763	3	3	9	0	15	1706
Grand Total	176	6643	1064	1	7884	1266	53	879	1	2199	775	6899	52	1	7727	92	23	83	2	200	18010
Approach %	2.2	84.3	13.5	0.0	-	57.6	2.4	40.0	0.0	-	10.0	89.3	0.7	0.0	-	46.0	11.5	41.5	1.0	-	-
Total %	1.0	36.9	5.9	0.0	43.8	7.0	0.3	4.9	0.0	12.2	4.3	38.3	0.3	0.0	42.9	0.5	0.1	0.5	0.0	1.1	-
All Vehicles (no classification)	176	6643	1064	1	7884	1266	53	879	1	2199	775	6899	52	1	7727	92	23	83	2	200	18010
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Jim Adams Dr in Paris TN
Site Code: STA-6
Start Date: 02/20/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Jim Adams Dr in Paris TN
Site Code: STA-6
Start Date: 02/20/2019

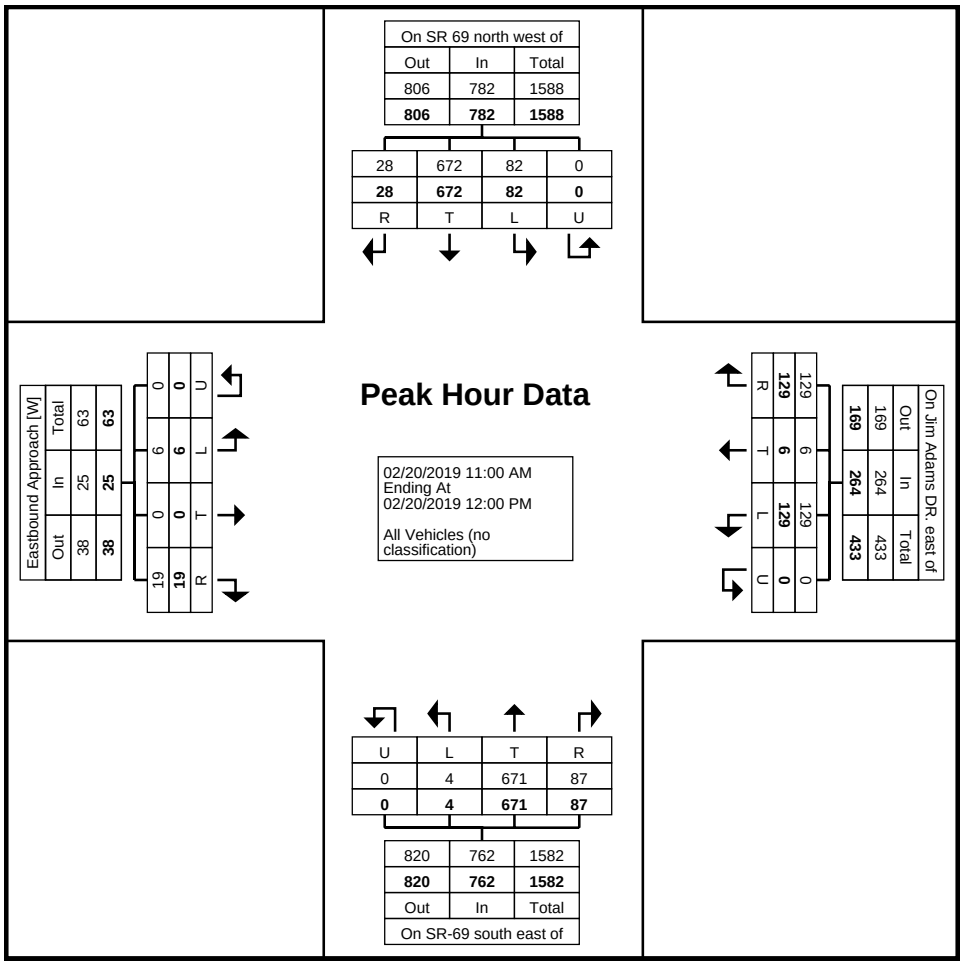
Turning Movement Peak Hour Data (11:00 AM)

Start Time	On SR 69 north west of Jim Adams Dr. Southbound					On Jim Adams DR. east of SR-69 Westbound					On SR-69 south east of Jim Adams DR. Northbound					Eastbound Approach Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	3	164	14	0	181	25	1	30	0	56	19	175	0	0	194	7	0	0	0	7	438
11:15 AM	6	144	14	0	164	41	2	32	0	75	22	151	1	0	174	3	0	4	0	7	420
11:30 AM	13	189	24	0	226	36	3	32	0	71	24	173	2	0	199	5	0	1	0	6	502
11:45 AM	6	175	30	0	211	27	0	35	0	62	22	172	1	0	195	4	0	1	0	5	473
Total	28	672	82	0	782	129	6	129	0	264	87	671	4	0	762	19	0	6	0	25	1833
Approach %	3.6	85.9	10.5	0.0	-	48.9	2.3	48.9	0.0	-	11.4	88.1	0.5	0.0	-	76.0	0.0	24.0	0.0	-	-
Total %	1.5	36.7	4.5	0.0	42.7	7.0	0.3	7.0	0.0	14.4	4.7	36.6	0.2	0.0	41.6	1.0	0.0	0.3	0.0	1.4	-
PHF	0.538	0.889	0.683	0.000	0.865	0.787	0.500	0.921	0.000	0.880	0.906	0.959	0.500	0.000	0.957	0.679	0.000	0.375	0.000	0.893	0.913
All Vehicles (no classification)	28	672	82	0	782	129	6	129	0	264	87	671	4	0	762	19	0	6	0	25	1833
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Jim Adams Dr in Paris TN
Site Code: STA-6
Start Date: 02/20/2019



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

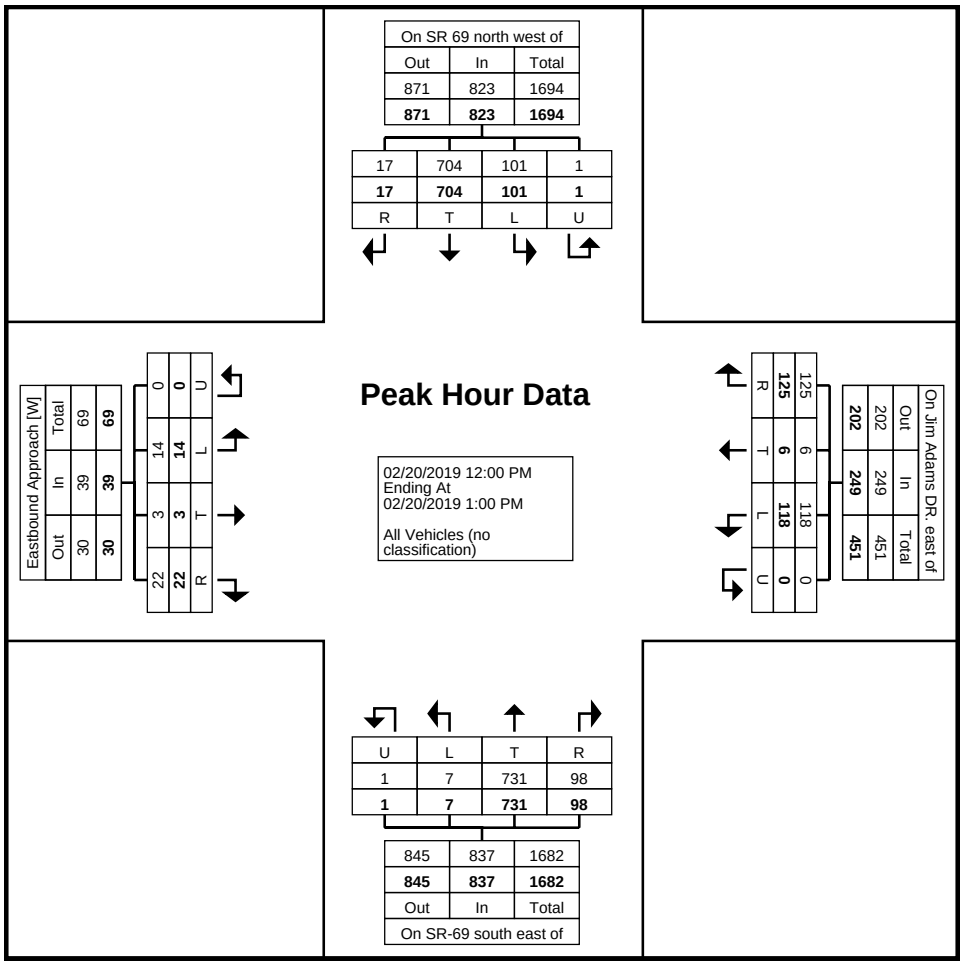
Count Name: SR-69 at Jim Adams Dr in Paris TN
Site Code: STA-6
Start Date: 02/20/2019

Turning Movement Peak Hour Data (12:00 PM)

Start Time	On SR 69 north west of Jim Adams Dr. Southbound					On Jim Adams DR. east of SR-69 Westbound					On SR-69 south east of Jim Adams DR. Northbound					Eastbound Approach Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
12:00 PM	3	176	26	0	205	49	3	35	0	87	27	183	0	1	211	7	2	4	0	13	516
12:15 PM	7	190	29	0	226	26	3	26	0	55	24	187	3	0	214	6	0	3	0	9	504
12:30 PM	5	158	23	0	186	30	0	33	0	63	18	185	2	0	205	5	1	3	0	9	463
12:45 PM	2	180	23	1	206	20	0	24	0	44	29	176	2	0	207	4	0	4	0	8	465
Total	17	704	101	1	823	125	6	118	0	249	98	731	7	1	837	22	3	14	0	39	1948
Approach %	2.1	85.5	12.3	0.1	-	50.2	2.4	47.4	0.0	-	11.7	87.3	0.8	0.1	-	56.4	7.7	35.9	0.0	-	-
Total %	0.9	36.1	5.2	0.1	42.2	6.4	0.3	6.1	0.0	12.8	5.0	37.5	0.4	0.1	43.0	1.1	0.2	0.7	0.0	2.0	-
PHF	0.607	0.926	0.871	0.250	0.910	0.638	0.500	0.843	0.000	0.716	0.845	0.977	0.583	0.250	0.978	0.786	0.375	0.875	0.000	0.750	0.944
All Vehicles (no classification)	17	704	101	1	823	125	6	118	0	249	98	731	7	1	837	22	3	14	0	39	1948
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (12:00 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Mineral Wells
Site Code: STA-8
Start Date: 02/20/2019

Turning Movement Data

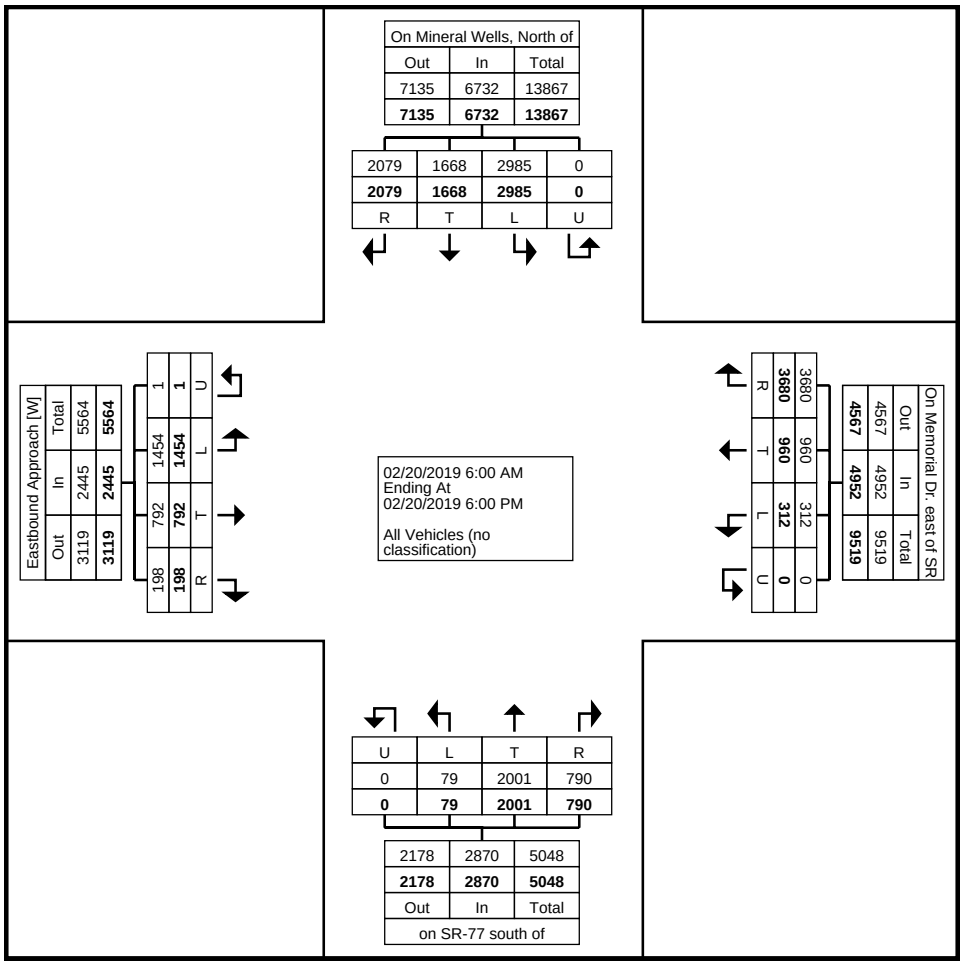
Start Time	On Mineral Wells, North of SR-77 Southbound					On Memorial Dr. east of SR-77 Westbound					on SR-77 south of Memorial Dr. Northbound					Eastbound Approach Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	8	6	20	0	34	38	4	1	0	43	4	12	0	0	16	0	3	1	0	4	97
6:15 AM	6	6	30	0	42	38	8	0	0	46	7	21	0	0	28	0	4	5	0	9	125
6:30 AM	15	10	30	0	55	44	4	0	0	48	11	32	0	0	43	0	1	5	0	6	152
6:45 AM	14	19	51	0	84	57	7	0	0	64	9	33	0	0	42	0	6	9	0	15	205
Hourly Total	43	41	131	0	215	177	23	1	0	201	31	98	0	0	129	0	14	20	0	34	579
7:00 AM	12	7	29	0	48	64	24	0	0	88	42	22	1	0	65	0	12	23	0	35	236
7:15 AM	6	15	48	0	69	68	21	2	0	91	26	20	0	0	46	0	13	21	0	34	240
7:30 AM	20	21	43	0	84	124	22	4	0	150	40	51	0	0	91	0	11	12	0	23	348
7:45 AM	30	35	57	0	122	110	18	8	0	136	13	58	0	0	71	3	13	28	0	44	373
Hourly Total	68	78	177	0	323	366	85	14	0	465	121	151	1	0	273	3	49	84	0	136	1197
8:00 AM	26	26	38	0	90	90	16	5	0	111	8	47	0	0	55	0	10	11	0	21	277
8:15 AM	19	21	26	0	66	66	7	7	0	80	17	26	1	0	44	0	16	14	0	30	220
8:30 AM	27	14	53	0	94	90	12	4	0	106	14	27	0	0	41	1	14	14	0	29	270
8:45 AM	31	27	38	0	96	84	10	4	0	98	14	22	2	0	38	2	17	17	0	36	268
Hourly Total	103	88	155	0	346	330	45	20	0	395	53	122	3	0	178	3	57	56	0	116	1035
9:00 AM	32	26	36	0	94	66	17	6	0	89	14	38	0	0	52	0	3	18	0	21	256
9:15 AM	34	28	54	0	116	66	14	5	0	85	12	30	0	0	42	0	8	15	0	23	266
9:30 AM	41	23	41	0	105	68	19	6	0	93	12	34	0	0	46	0	2	22	0	24	268
9:45 AM	35	17	48	0	100	67	19	4	0	90	13	30	0	0	43	0	14	26	0	40	273
Hourly Total	142	94	179	0	415	267	69	21	0	357	51	132	0	0	183	0	27	81	0	108	1063
10:00 AM	44	30	47	0	121	50	20	4	0	74	12	43	1	0	56	4	10	23	0	37	288
10:15 AM	49	25	61	0	135	69	18	5	0	92	17	28	4	0	49	2	9	24	0	35	311
10:30 AM	40	22	49	0	111	75	15	4	0	94	19	40	3	0	62	2	14	26	0	42	309
10:45 AM	44	29	93	0	166	87	16	7	0	110	13	38	3	0	54	2	17	31	0	50	380
Hourly Total	177	106	250	0	533	281	69	20	0	370	61	149	11	0	221	10	50	104	0	164	1288
11:00 AM	59	32	79	0	170	94	14	7	0	115	7	35	3	0	45	7	9	37	0	53	383
11:15 AM	52	32	55	0	139	108	28	5	0	141	15	44	1	0	60	5	14	32	0	51	391
11:30 AM	65	42	79	0	186	92	24	6	0	122	9	35	0	0	44	6	18	42	1	67	419
11:45 AM	49	38	85	0	172	87	15	7	0	109	21	50	1	0	72	3	23	40	0	66	419
Hourly Total	225	144	298	0	667	381	81	25	0	487	52	164	5	0	221	21	64	151	1	237	1612
12:00 PM	71	28	70	0	169	98	27	5	0	130	18	70	3	0	91	4	26	30	0	60	450
12:15 PM	71	50	75	0	196	91	31	7	0	129	21	40	3	0	64	8	18	44	0	70	459
12:30 PM	49	30	67	0	146	72	23	12	0	107	15	44	2	0	61	7	28	45	0	80	394
12:45 PM	48	57	75	0	180	75	21	9	0	105	17	51	0	0	68	8	26	35	0	69	422
Hourly Total	239	165	287	0	691	336	102	33	0	471	71	205	8	0	284	27	98	154	0	279	1725
1:00 PM	51	37	84	0	172	53	26	3	0	82	17	56	3	0	76	11	18	46	0	75	405
1:15 PM	53	33	96	0	182	89	22	13	0	124	19	51	5	0	75	5	22	31	0	58	439
1:30 PM	56	29	61	0	146	67	21	11	0	99	9	38	1	0	48	10	18	43	0	71	364
1:45 PM	50	37	64	0	151	70	26	3	0	99	14	49	2	0	65	4	23	49	0	76	391
Hourly Total	210	136	305	0	651	279	95	30	0	404	59	194	11	0	264	30	81	169	0	280	1599
2:00 PM	40	31	73	0	144	83	17	5	0	105	22	41	0	0	63	0	22	31	0	53	365

2:15 PM	42	34	80	0	156	77	27	8	0	112	14	44	1	0	59	3	11	38	0	52	379
2:30 PM	49	30	61	0	140	79	22	6	0	107	16	42	0	0	58	3	20	42	0	65	370
2:45 PM	51	38	59	0	148	72	34	14	0	120	14	34	0	0	48	4	9	33	0	46	362
Hourly Total	182	133	273	0	588	311	100	33	0	444	66	161	1	0	228	10	62	144	0	216	1476
3:00 PM	57	48	65	0	170	87	25	9	0	121	10	44	2	0	56	11	18	28	0	57	404
3:15 PM	46	61	82	0	189	86	21	8	0	115	15	52	3	0	70	12	23	34	0	69	443
3:30 PM	69	54	93	0	216	119	28	4	0	151	24	45	2	0	71	4	15	31	0	50	488
3:45 PM	58	42	73	0	173	80	25	8	0	113	25	53	2	0	80	5	19	32	0	56	422
Hourly Total	230	205	313	0	748	372	99	29	0	500	74	194	9	0	277	32	75	125	0	232	1757
4:00 PM	68	66	70	0	204	80	30	10	0	120	16	91	0	0	107	5	38	49	0	92	523
4:15 PM	65	71	75	0	211	84	16	7	0	107	23	35	16	0	74	12	25	41	0	78	470
4:30 PM	71	69	97	0	237	76	26	7	0	109	22	42	1	0	65	9	26	55	0	90	501
4:45 PM	58	60	86	0	204	65	21	13	0	99	17	49	0	0	66	13	39	63	0	115	484
Hourly Total	262	266	328	0	856	305	93	37	0	435	78	217	17	0	312	39	128	208	0	375	1978
5:00 PM	58	78	98	0	234	75	35	13	0	123	25	68	5	0	98	7	16	44	0	67	522
5:15 PM	40	45	71	0	156	74	19	9	0	102	20	50	3	0	73	5	24	50	0	79	410
5:30 PM	54	54	58	0	166	66	29	13	0	108	14	48	2	0	64	6	23	33	0	62	400
5:45 PM	46	35	62	0	143	60	16	14	0	90	14	48	3	0	65	5	24	31	0	60	358
Hourly Total	198	212	289	0	699	275	99	49	0	423	73	214	13	0	300	23	87	158	0	268	1690
Grand Total	2079	1668	2985	0	6732	3680	960	312	0	4952	790	2001	79	0	2870	198	792	1454	1	2445	16999
Approach %	30.9	24.8	44.3	0.0	-	74.3	19.4	6.3	0.0	-	27.5	69.7	2.8	0.0	-	8.1	32.4	59.5	0.0	-	-
Total %	12.2	9.8	17.6	0.0	39.6	21.6	5.6	1.8	0.0	29.1	4.6	11.8	0.5	0.0	16.9	1.2	4.7	8.6	0.0	14.4	-
All Vehicles (no classification)	2079	1668	2985	0	6732	3680	960	312	0	4952	790	2001	79	0	2870	198	792	1454	1	2445	16999
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Mineral Wells
Site Code: STA-8
Start Date: 02/20/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

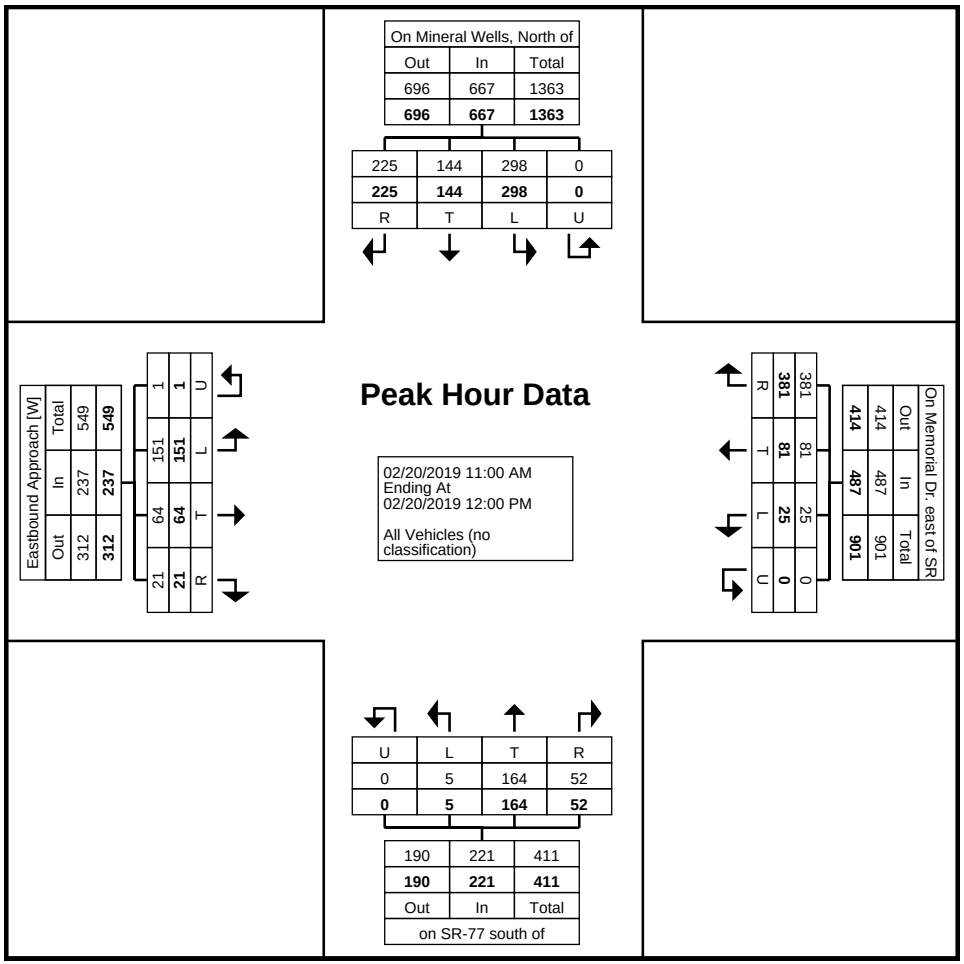
Count Name: SR-69 at Mineral Wells
Site Code: STA-8
Start Date: 02/20/2019

Turning Movement Peak Hour Data (11:00 AM)

Start Time	On Mineral Wells, North of SR-77 Southbound					On Memorial Dr. east of SR-77 Westbound					on SR-77 south of Memorial Dr. Northbound					Eastbound Approach Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	59	32	79	0	170	94	14	7	0	115	7	35	3	0	45	7	9	37	0	53	383
11:15 AM	52	32	55	0	139	108	28	5	0	141	15	44	1	0	60	5	14	32	0	51	391
11:30 AM	65	42	79	0	186	92	24	6	0	122	9	35	0	0	44	6	18	42	1	67	419
11:45 AM	49	38	85	0	172	87	15	7	0	109	21	50	1	0	72	3	23	40	0	66	419
Total	225	144	298	0	667	381	81	25	0	487	52	164	5	0	221	21	64	151	1	237	1612
Approach %	33.7	21.6	44.7	0.0	-	78.2	16.6	5.1	0.0	-	23.5	74.2	2.3	0.0	-	8.9	27.0	63.7	0.4	-	-
Total %	14.0	8.9	18.5	0.0	41.4	23.6	5.0	1.6	0.0	30.2	3.2	10.2	0.3	0.0	13.7	1.3	4.0	9.4	0.1	14.7	-
PHF	0.865	0.857	0.876	0.000	0.897	0.882	0.723	0.893	0.000	0.863	0.619	0.820	0.417	0.000	0.767	0.750	0.696	0.899	0.250	0.884	0.962
All Vehicles (no classification)	225	144	298	0	667	381	81	25	0	487	52	164	5	0	221	21	64	151	1	237	1612
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

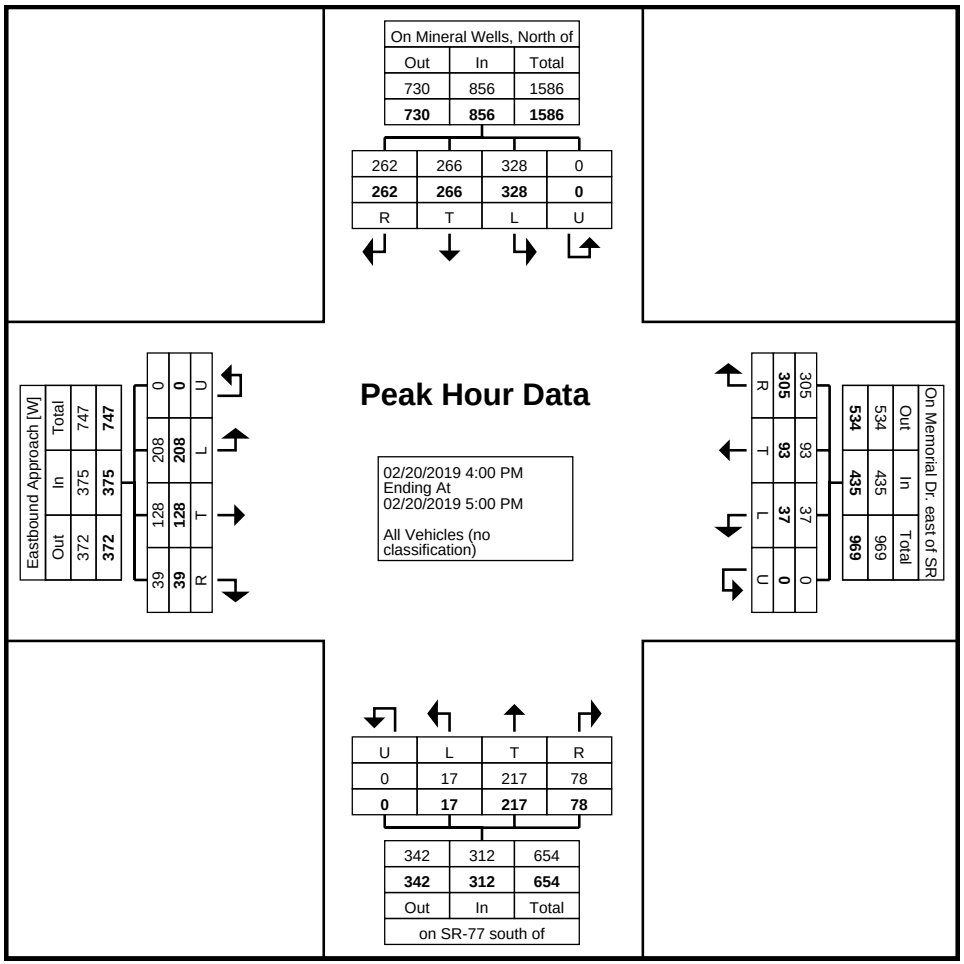
Count Name: SR-69 at Mineral Wells
Site Code: STA-8
Start Date: 02/20/2019

Turning Movement Peak Hour Data (4:00 PM)

Start Time	On Mineral Wells, North of SR-77 Southbound					On Memorial Dr. east of SR-77 Westbound					on SR-77 south of Memorial Dr. Northbound					Eastbound Approach Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
4:00 PM	68	66	70	0	204	80	30	10	0	120	16	91	0	0	107	5	38	49	0	92	523
4:15 PM	65	71	75	0	211	84	16	7	0	107	23	35	16	0	74	12	25	41	0	78	470
4:30 PM	71	69	97	0	237	76	26	7	0	109	22	42	1	0	65	9	26	55	0	90	501
4:45 PM	58	60	86	0	204	65	21	13	0	99	17	49	0	0	66	13	39	63	0	115	484
Total	262	266	328	0	856	305	93	37	0	435	78	217	17	0	312	39	128	208	0	375	1978
Approach %	30.6	31.1	38.3	0.0	-	70.1	21.4	8.5	0.0	-	25.0	69.6	5.4	0.0	-	10.4	34.1	55.5	0.0	-	-
Total %	13.2	13.4	16.6	0.0	43.3	15.4	4.7	1.9	0.0	22.0	3.9	11.0	0.9	0.0	15.8	2.0	6.5	10.5	0.0	19.0	-
PHF	0.923	0.937	0.845	0.000	0.903	0.908	0.775	0.712	0.000	0.906	0.848	0.596	0.266	0.000	0.729	0.750	0.821	0.825	0.000	0.815	0.946
All Vehicles (no classification)	262	266	328	0	856	305	93	37	0	435	78	217	17	0	312	39	128	208	0	375	1978
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (4:00 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Mineral Wells
Site Code: STA-8
Start Date: 02/20/2019

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Tyson Ave. in Paris tn
Site Code: STA-9
Start Date: 02/20/2019

Lane 1 (Southbound)

Start Time	All Vehicles (no classification)	Total
6:00 AM	19	19
6:15 AM	12	12
6:30 AM	29	29
6:45 AM	54	54
7:00 AM	42	42
7:15 AM	30	30
7:30 AM	49	49
7:45 AM	63	63
8:00 AM	51	51
8:15 AM	45	45
8:30 AM	46	46
8:45 AM	37	37
9:00 AM	43	43
9:15 AM	39	39
9:30 AM	24	24
9:45 AM	35	35
10:00 AM	43	43
10:15 AM	54	54
10:30 AM	40	40
10:45 AM	49	49
11:00 AM	52	52
11:15 AM	52	52
11:30 AM	46	46
11:45 AM	39	39
12:00 PM	46	46
12:15 PM	45	45
12:30 PM	46	46
12:45 PM	45	45
1:00 PM	50	50
1:15 PM	60	60
1:30 PM	44	44
1:45 PM	50	50
2:00 PM	50	50
2:15 PM	56	56
2:30 PM	55	55
2:45 PM	47	47
3:00 PM	55	55
3:15 PM	53	53
3:30 PM	57	57
3:45 PM	51	51
4:00 PM	94	94
4:15 PM	61	61

4:30 PM	75	75
4:45 PM	47	47
5:00 PM	117	117
5:15 PM	70	70
5:30 PM	41	41
5:45 PM	56	56
Total	2364	2364
Total %	100.0	100.0
AM Times	7:15 AM	7:15 AM
AM Peaks	193	193
PM Times	3:15 PM	3:15 PM
PM Peaks	255	255

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Tyson Ave. in Paris tn
Site Code: STA-9
Start Date: 02/20/2019

Lane 2 (Southbound)

Start Time	All Vehicles (no classification)	Total
6:00 AM	4	4
6:15 AM	11	11
6:30 AM	9	9
6:45 AM	11	11
7:00 AM	17	17
7:15 AM	22	22
7:30 AM	42	42
7:45 AM	27	27
8:00 AM	23	23
8:15 AM	12	12
8:30 AM	22	22
8:45 AM	16	16
9:00 AM	22	22
9:15 AM	33	33
9:30 AM	16	16
9:45 AM	26	26
10:00 AM	27	27
10:15 AM	18	18
10:30 AM	25	25
10:45 AM	23	23
11:00 AM	25	25
11:15 AM	23	23
11:30 AM	30	30
11:45 AM	30	30
12:00 PM	39	39
12:15 PM	30	30
12:30 PM	39	39
12:45 PM	26	26
1:00 PM	27	27
1:15 PM	35	35
1:30 PM	32	32
1:45 PM	35	35
2:00 PM	46	46
2:15 PM	48	48
2:30 PM	46	46
2:45 PM	37	37
3:00 PM	36	36
3:15 PM	31	31
3:30 PM	40	40
3:45 PM	41	41
4:00 PM	29	29
4:15 PM	27	27

4:30 PM	51	51
4:45 PM	39	39
5:00 PM	30	30
5:15 PM	38	38
5:30 PM	23	23
5:45 PM	8	8
Total	1347	1347
Total %	100.0	100.0
AM Times	7:15 AM	7:15 AM
AM Peaks	114	114
PM Times	3:15 PM	3:15 PM
PM Peaks	141	141

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Lane 1 (Northbound)

Start Time	All Vehicles (no classification)	Total
6:00 AM	28	28
6:15 AM	32	32
6:30 AM	39	39
6:45 AM	45	45
7:00 AM	39	39
7:15 AM	65	65
7:30 AM	75	75
7:45 AM	106	106
8:00 AM	64	64
8:15 AM	50	50
8:30 AM	54	54
8:45 AM	50	50
9:00 AM	41	41
9:15 AM	49	49
9:30 AM	51	51
9:45 AM	44	44
10:00 AM	42	42
10:15 AM	49	49
10:30 AM	53	53
10:45 AM	54	54
11:00 AM	49	49
11:15 AM	50	50
11:30 AM	58	58
11:45 AM	47	47
12:00 PM	71	71
12:15 PM	67	67
12:30 PM	49	49
12:45 PM	42	42
1:00 PM	51	51
1:15 PM	62	62
1:30 PM	59	59
1:45 PM	55	55
2:00 PM	57	57
2:15 PM	52	52
2:30 PM	68	68
2:45 PM	52	52
3:00 PM	53	53
3:15 PM	83	83
3:30 PM	77	77
3:45 PM	81	81
4:00 PM	54	54
4:15 PM	61	61

4:30 PM	64	64
4:45 PM	73	73
5:00 PM	61	61
5:15 PM	49	49
5:30 PM	67	67
5:45 PM	47	47
Total	2689	2689
Total %	100.0	100.0
AM Times	7:15 AM	7:15 AM
AM Peaks	310	310
PM Times	3:15 PM	3:15 PM
PM Peaks	295	295

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Tyson Ave. in Paris tn
Site Code: STA-9
Start Date: 02/20/2019

Lane 2 (Northbound)

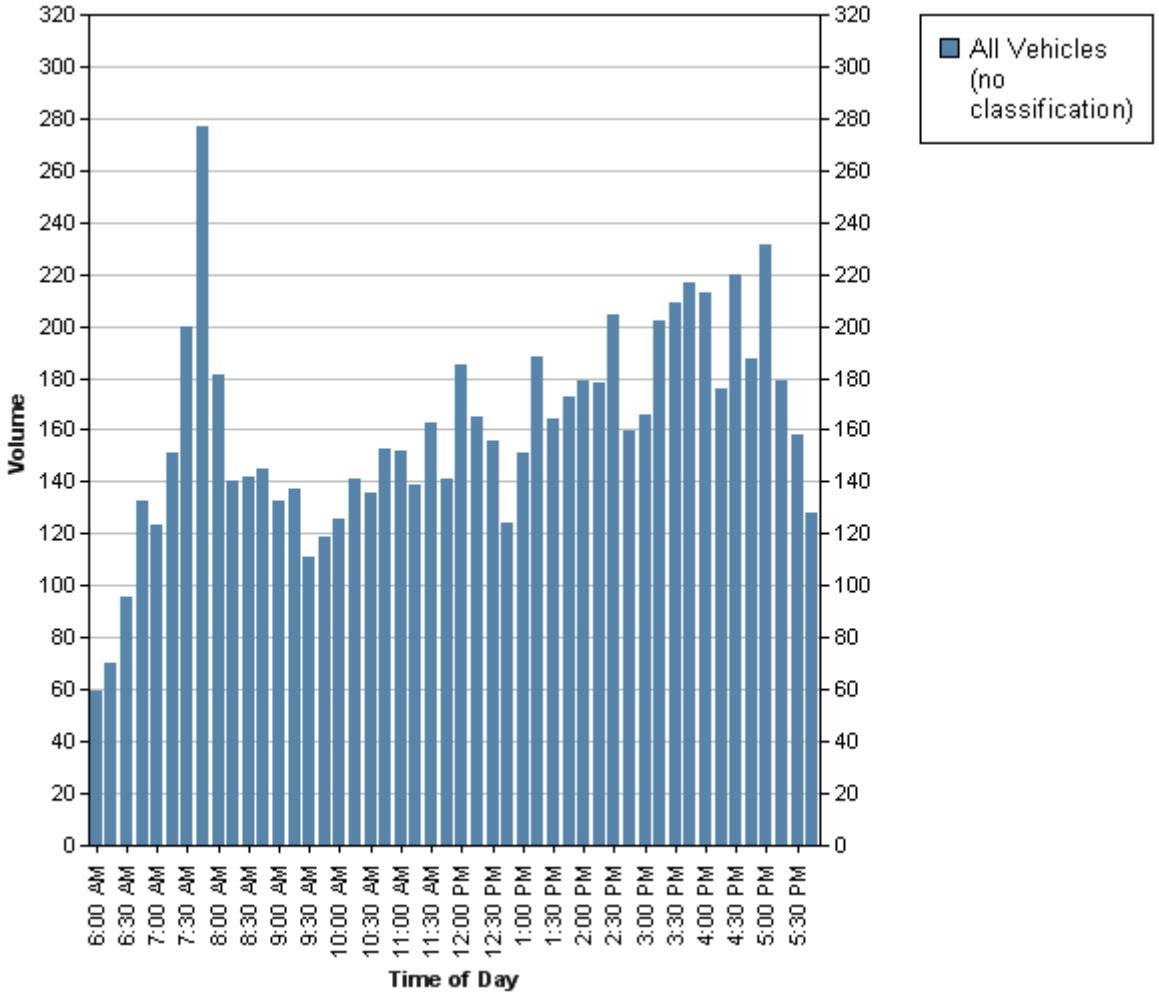
Start Time	All Vehicles (no classification)	Total
6:00 AM	8	8
6:15 AM	15	15
6:30 AM	19	19
6:45 AM	23	23
7:00 AM	25	25
7:15 AM	34	34
7:30 AM	34	34
7:45 AM	81	81
8:00 AM	43	43
8:15 AM	33	33
8:30 AM	20	20
8:45 AM	42	42
9:00 AM	27	27
9:15 AM	16	16
9:30 AM	20	20
9:45 AM	14	14
10:00 AM	14	14
10:15 AM	20	20
10:30 AM	18	18
10:45 AM	27	27
11:00 AM	26	26
11:15 AM	14	14
11:30 AM	29	29
11:45 AM	25	25
12:00 PM	29	29
12:15 PM	23	23
12:30 PM	22	22
12:45 PM	11	11
1:00 PM	23	23
1:15 PM	31	31
1:30 PM	29	29
1:45 PM	33	33
2:00 PM	26	26
2:15 PM	22	22
2:30 PM	35	35
2:45 PM	24	24
3:00 PM	22	22
3:15 PM	35	35
3:30 PM	35	35
3:45 PM	44	44
4:00 PM	36	36
4:15 PM	27	27

4:30 PM	30	30
4:45 PM	28	28
5:00 PM	23	23
5:15 PM	22	22
5:30 PM	27	27
5:45 PM	17	17
Total	1281	1281
Total %	100.0	100.0
AM Times	7:15 AM	7:15 AM
AM Peaks	192	192
PM Times	3:15 PM	3:15 PM
PM Peaks	150	150

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-69 at Tyson Ave. in Paris tn
Site Code: STA-9
Start Date: 02/20/2019



State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-76 and Fairgrounds Rd.
Site Code: STA-12
Start Date: 02/20/2019

Turning Movement Data

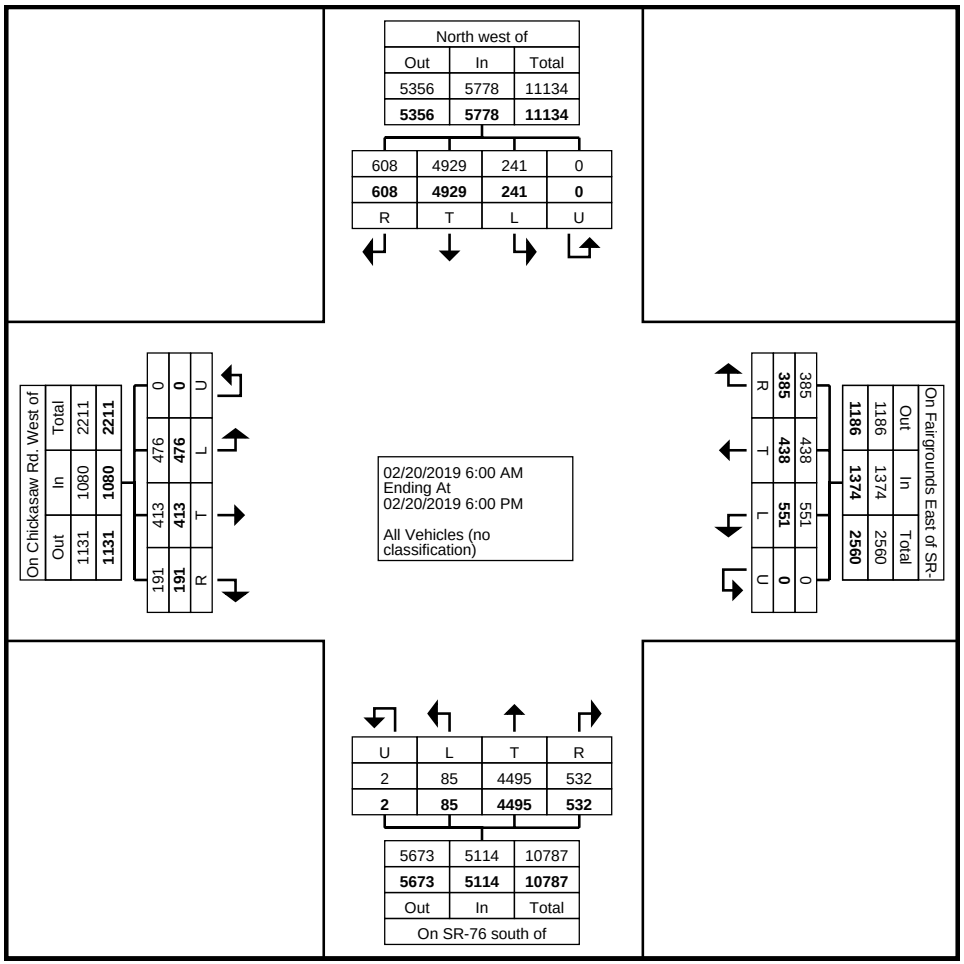
Start Time	North west of Fairgrounds/Chickasaw Rd on SR-76 Southbound					On Fairgrounds East of SR-76 Westbound					On SR-76 south of Fairgrounds and Chickasaw Northbound					On Chickasaw Rd. West of SR-76 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	5	34	1	0	40	5	4	1	0	10	10	26	0	0	36	1	6	5	0	12	98
6:15 AM	5	46	1	0	52	3	2	6	0	11	21	24	0	0	45	0	8	4	0	12	120
6:30 AM	8	66	5	0	79	7	2	6	0	15	19	39	0	0	58	1	12	1	0	14	166
6:45 AM	12	87	7	0	106	6	5	4	0	15	7	49	0	0	56	2	16	4	0	22	199
Hourly Total	30	233	14	0	277	21	13	17	0	51	57	138	0	0	195	4	42	14	0	60	583
7:00 AM	8	71	11	0	90	6	2	7	0	15	7	42	0	0	49	5	11	2	0	18	172
7:15 AM	13	114	13	0	140	5	15	8	0	28	9	66	0	0	75	1	19	7	0	27	270
7:30 AM	25	137	11	0	173	23	30	22	0	75	2	93	3	0	98	2	20	12	0	34	380
7:45 AM	15	145	14	0	174	9	9	15	0	33	17	107	0	0	124	4	18	11	0	33	364
Hourly Total	61	467	49	0	577	43	56	52	0	151	35	308	3	0	346	12	68	32	0	112	1186
8:00 AM	18	117	1	0	136	1	12	11	0	24	6	82	2	0	90	2	7	10	0	19	269
8:15 AM	13	100	3	0	116	9	4	7	0	20	5	72	0	0	77	5	8	6	0	19	232
8:30 AM	13	98	1	0	112	3	4	12	0	19	6	72	3	0	81	2	6	9	0	17	229
8:45 AM	6	117	6	0	129	7	6	1	0	14	8	62	1	0	71	5	7	11	0	23	237
Hourly Total	50	432	11	0	493	20	26	31	0	77	25	288	6	0	319	14	28	36	0	78	967
9:00 AM	7	92	2	0	101	7	2	3	0	12	7	88	0	0	95	4	5	9	0	18	226
9:15 AM	9	89	8	0	106	10	5	6	0	21	8	72	2	0	82	2	2	9	0	13	222
9:30 AM	12	97	4	0	113	6	8	16	0	30	5	73	4	0	82	2	3	12	0	17	242
9:45 AM	13	115	3	0	131	4	7	9	0	20	6	100	2	0	108	3	6	5	0	14	273
Hourly Total	41	393	17	0	451	27	22	34	0	83	26	333	8	0	367	11	16	35	0	62	963
10:00 AM	6	100	2	0	108	5	7	6	0	18	13	79	1	0	93	5	2	8	0	15	234
10:15 AM	11	90	1	0	102	5	8	6	0	19	3	88	2	0	93	4	6	8	0	18	232
10:30 AM	4	100	2	0	106	3	4	8	0	15	8	71	1	0	80	6	7	7	0	20	221
10:45 AM	8	75	2	0	85	8	8	2	0	18	9	98	1	0	108	4	3	8	0	15	226
Hourly Total	29	365	7	0	401	21	27	22	0	70	33	336	5	0	374	19	18	31	0	68	913
11:00 AM	10	126	6	0	142	11	7	11	0	29	9	83	3	0	95	5	1	9	0	15	281
11:15 AM	12	129	5	0	146	13	6	11	0	30	8	118	2	0	128	4	7	7	0	18	322
11:30 AM	18	98	3	0	119	8	10	16	0	34	13	105	2	0	120	4	7	19	0	30	303
11:45 AM	10	94	7	0	111	8	9	17	0	34	7	115	1	0	123	4	6	14	0	24	292
Hourly Total	50	447	21	0	518	40	32	55	0	127	37	421	8	0	466	17	21	49	0	87	1198
12:00 PM	13	119	5	0	137	5	5	17	0	27	22	103	0	0	125	7	10	5	0	22	311
12:15 PM	15	107	4	0	126	5	5	10	0	20	15	117	1	0	133	8	13	7	0	28	307
12:30 PM	12	112	5	0	129	9	7	19	0	35	10	105	1	0	116	6	3	10	0	19	299
12:45 PM	17	126	2	0	145	5	10	9	0	24	12	105	1	0	118	6	6	13	0	25	312
Hourly Total	57	464	16	0	537	24	27	55	0	106	59	430	3	0	492	27	32	35	0	94	1229
1:00 PM	15	115	5	0	135	8	3	8	0	19	11	124	2	0	137	3	1	17	0	21	312
1:15 PM	15	110	2	0	127	3	5	7	0	15	19	122	0	1	142	2	7	13	0	22	306
1:30 PM	12	124	5	0	141	4	8	16	0	28	12	116	3	0	131	2	10	9	0	21	321
1:45 PM	19	104	4	0	127	6	11	7	0	24	13	107	4	0	124	2	8	12	0	22	297
Hourly Total	61	453	16	0	530	21	27	38	0	86	55	469	9	1	534	9	26	51	0	86	1236
2:00 PM	10	129	3	0	142	12	9	14	0	35	18	90	1	0	109	8	12	13	0	33	319

2:15 PM	10	112	9	0	131	12	8	7	0	27	29	95	2	1	127	5	7	10	0	22	307
2:30 PM	19	80	7	0	106	21	19	16	0	56	8	88	2	0	98	3	16	10	0	29	289
2:45 PM	18	109	9	0	136	23	23	18	0	64	7	85	4	0	96	4	5	7	0	16	312
Hourly Total	57	430	28	0	515	68	59	55	0	182	62	358	9	1	430	20	40	40	0	100	1227
3:00 PM	9	100	5	0	114	15	9	8	0	32	10	110	3	0	123	5	4	14	0	23	292
3:15 PM	13	108	3	0	124	11	16	11	0	38	14	90	0	0	104	6	11	10	0	27	293
3:30 PM	14	99	4	0	117	5	13	26	0	44	11	121	2	0	134	7	6	11	0	24	319
3:45 PM	18	99	3	0	120	4	12	23	0	39	10	103	1	0	114	6	12	18	0	36	309
Hourly Total	54	406	15	0	475	35	50	68	0	153	45	424	6	0	475	24	33	53	0	110	1213
4:00 PM	9	108	6	0	123	6	22	25	0	53	9	119	4	0	132	2	4	8	0	14	322
4:15 PM	21	102	7	0	130	6	13	15	0	34	19	138	6	0	163	7	18	19	0	44	371
4:30 PM	19	113	6	0	138	8	11	8	0	27	11	136	3	0	150	5	13	17	0	35	350
4:45 PM	14	107	7	0	128	8	12	16	0	36	15	114	1	0	130	6	11	12	0	29	323
Hourly Total	63	430	26	0	519	28	58	64	0	150	54	507	14	0	575	20	46	56	0	122	1366
5:00 PM	16	133	5	0	154	9	18	23	0	50	10	151	3	0	164	2	14	15	0	31	399
5:15 PM	18	95	4	0	117	9	6	13	0	28	11	139	1	0	151	2	14	15	0	31	327
5:30 PM	10	81	7	0	98	9	15	12	0	36	10	104	5	0	119	5	6	7	0	18	271
5:45 PM	11	100	5	0	116	10	2	12	0	24	13	89	5	0	107	5	9	7	0	21	268
Hourly Total	55	409	21	0	485	37	41	60	0	138	44	483	14	0	541	14	43	44	0	101	1265
Grand Total	608	4929	241	0	5778	385	438	551	0	1374	532	4495	85	2	5114	191	413	476	0	1080	13346
Approach %	10.5	85.3	4.2	0.0	-	28.0	31.9	40.1	0.0	-	10.4	87.9	1.7	0.0	-	17.7	38.2	44.1	0.0	-	-
Total %	4.6	36.9	1.8	0.0	43.3	2.9	3.3	4.1	0.0	10.3	4.0	33.7	0.6	0.0	38.3	1.4	3.1	3.6	0.0	8.1	-
All Vehicles (no classification)	608	4929	241	0	5778	385	438	551	0	1374	532	4495	85	2	5114	191	413	476	0	1080	13346
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-76 and Fairgrounds Rd.
Site Code: STA-12
Start Date: 02/20/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-76 and Fairgrounds Rd.
Site Code: STA-12
Start Date: 02/20/2019

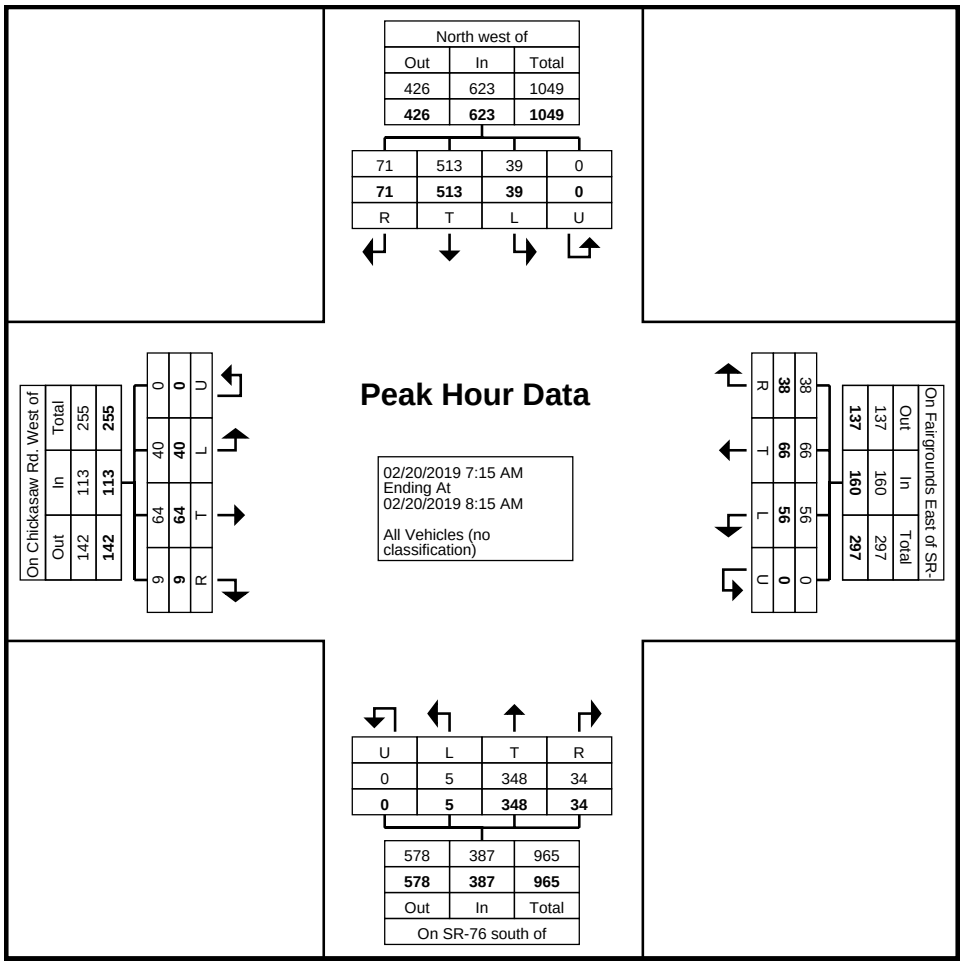
Turning Movement Peak Hour Data (7:15 AM)

Start Time	North west of Fairgrounds/Chickasaw Rd on SR-76 Southbound					On Fairgrounds East of SR-76 Westbound					On SR-76 south of Fairgrounds and Chickasaw Northbound					On Chickasaw Rd. West of SR-76 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
7:15 AM	13	114	13	0	140	5	15	8	0	28	9	66	0	0	75	1	19	7	0	27	270
7:30 AM	25	137	11	0	173	23	30	22	0	75	2	93	3	0	98	2	20	12	0	34	380
7:45 AM	15	145	14	0	174	9	9	15	0	33	17	107	0	0	124	4	18	11	0	33	364
8:00 AM	18	117	1	0	136	1	12	11	0	24	6	82	2	0	90	2	7	10	0	19	269
Total	71	513	39	0	623	38	66	56	0	160	34	348	5	0	387	9	64	40	0	113	1283
Approach %	11.4	82.3	6.3	0.0	-	23.8	41.3	35.0	0.0	-	8.8	89.9	1.3	0.0	-	8.0	56.6	35.4	0.0	-	-
Total %	5.5	40.0	3.0	0.0	48.6	3.0	5.1	4.4	0.0	12.5	2.7	27.1	0.4	0.0	30.2	0.7	5.0	3.1	0.0	8.8	-
PHF	0.710	0.884	0.696	0.000	0.895	0.413	0.550	0.636	0.000	0.533	0.500	0.813	0.417	0.000	0.780	0.563	0.800	0.833	0.000	0.831	0.844
All Vehicles (no classification)	71	513	39	0	623	38	66	56	0	160	34	348	5	0	387	9	64	40	0	113	1283
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-76 and Fairgrounds Rd.
Site Code: STA-12
Start Date: 02/20/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-76 and Fairgrounds Rd.
Site Code: STA-12
Start Date: 02/20/2019

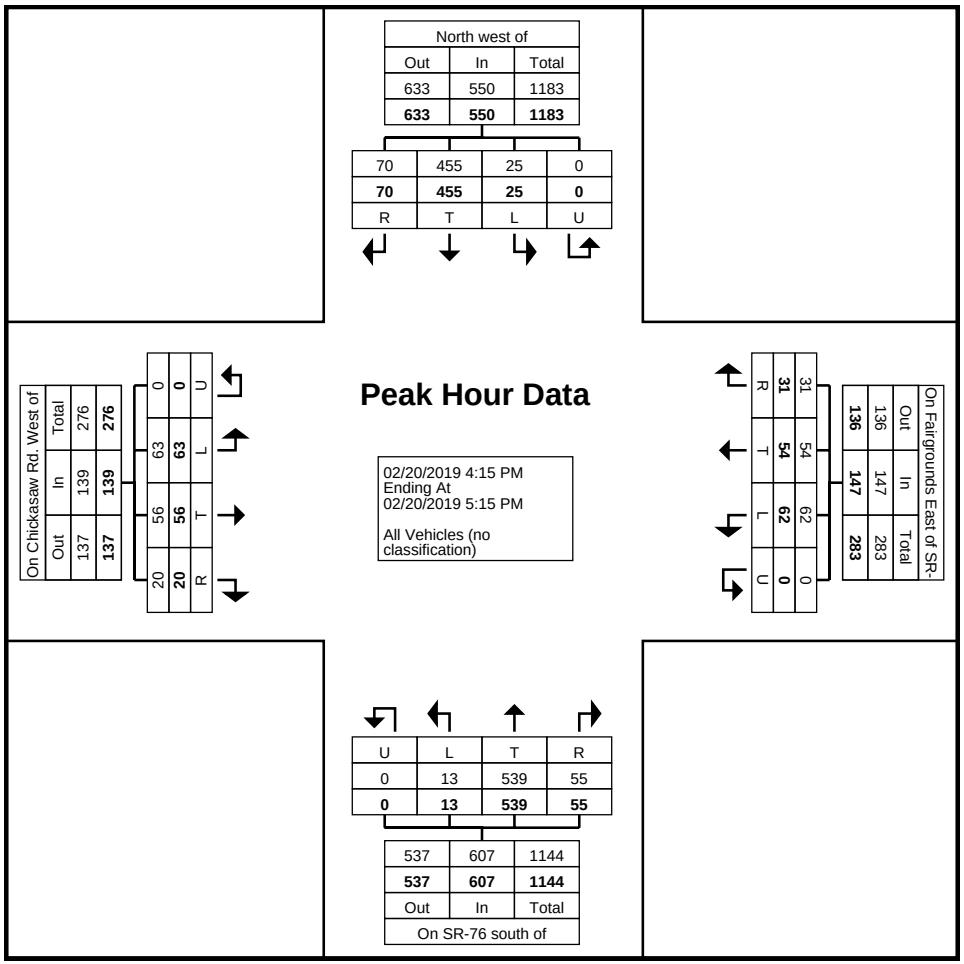
Turning Movement Peak Hour Data (4:15 PM)

Start Time	North west of Fairgrounds/Chickasaw Rd on SR-76 Southbound					On Fairgrounds East of SR-76 Westbound					On SR-76 south of Fairgrounds and Chickasaw Northbound					On Chickasaw Rd. West of SR-76 Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
4:15 PM	21	102	7	0	130	6	13	15	0	34	19	138	6	0	163	7	18	19	0	44	371
4:30 PM	19	113	6	0	138	8	11	8	0	27	11	136	3	0	150	5	13	17	0	35	350
4:45 PM	14	107	7	0	128	8	12	16	0	36	15	114	1	0	130	6	11	12	0	29	323
5:00 PM	16	133	5	0	154	9	18	23	0	50	10	151	3	0	164	2	14	15	0	31	399
Total	70	455	25	0	550	31	54	62	0	147	55	539	13	0	607	20	56	63	0	139	1443
Approach %	12.7	82.7	4.5	0.0	-	21.1	36.7	42.2	0.0	-	9.1	88.8	2.1	0.0	-	14.4	40.3	45.3	0.0	-	-
Total %	4.9	31.5	1.7	0.0	38.1	2.1	3.7	4.3	0.0	10.2	3.8	37.4	0.9	0.0	42.1	1.4	3.9	4.4	0.0	9.6	-
PHF	0.833	0.855	0.893	0.000	0.893	0.861	0.750	0.674	0.000	0.735	0.724	0.892	0.542	0.000	0.925	0.714	0.778	0.829	0.000	0.790	0.904
All Vehicles (no classification)	70	455	25	0	550	31	54	62	0	147	55	539	13	0	607	20	56	63	0	139	1443
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-76 and Fairgrounds Rd.
Site Code: STA-12
Start Date: 02/20/2019



Turning Movement Peak Hour Data Plot (4:15 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-76 and Fairgrounds Rd.
Site Code: STA-12
Start Date: 02/20/2019

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Brewer ST.
Site Code: STA 13
Start Date: 02/21/2019

Turning Movement Data

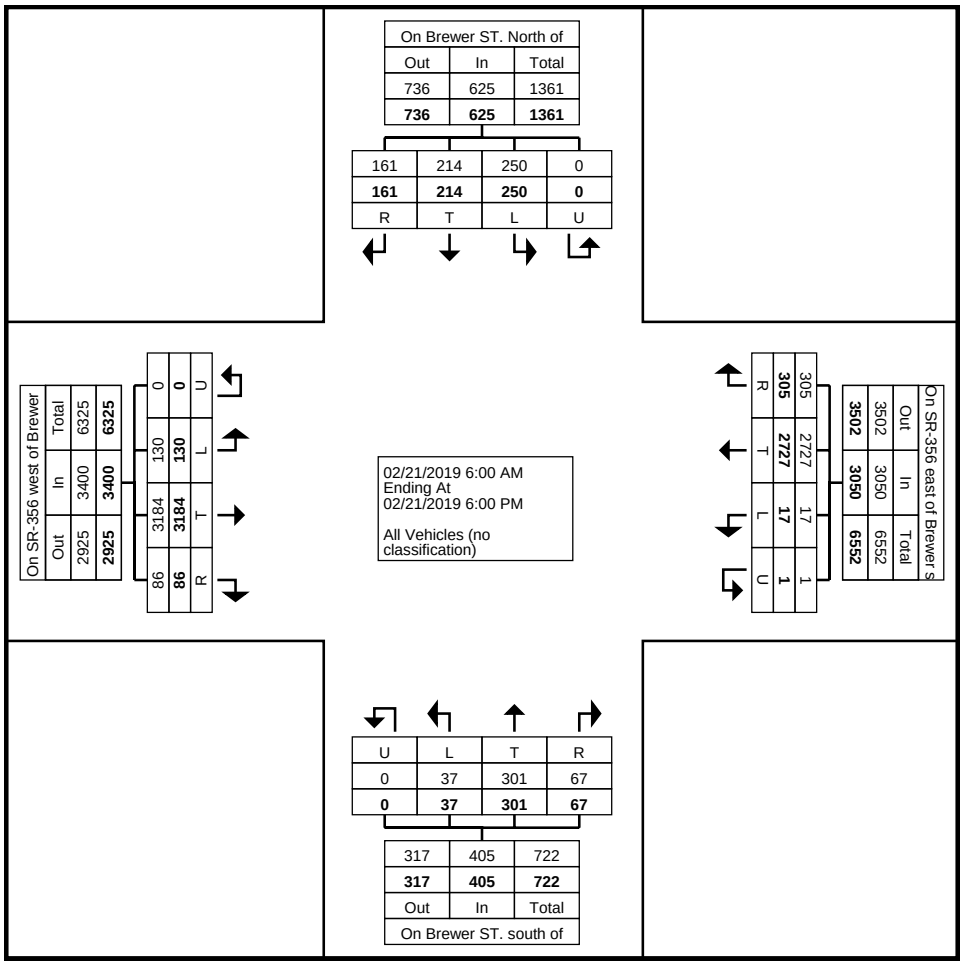
Start Time	On Brewer ST. North of SR-356 Southbound					On SR-356 east of Brewer st. Westbound					On Brewer ST. south of SR -356 Northbound					On SR-356 west of Brewer St. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	0	0	23	0	1	24	0	1	0	0	1	0	26	0	0	26	51
6:15 AM	1	0	2	0	3	3	41	1	0	45	0	2	1	0	3	1	31	0	0	32	83
6:30 AM	2	0	1	0	3	2	35	0	0	37	1	1	0	0	2	0	39	2	0	41	83
6:45 AM	2	0	2	0	4	3	45	0	0	48	1	1	0	0	2	1	56	3	0	60	114
Hourly Total	5	0	5	0	10	8	144	1	1	154	2	5	1	0	8	2	152	5	0	159	331
7:00 AM	2	3	0	0	5	2	37	0	0	39	0	2	0	0	2	0	63	1	0	64	110
7:15 AM	0	1	0	0	1	2	47	0	0	49	0	7	0	0	7	2	89	0	0	91	148
7:30 AM	2	4	7	0	13	2	72	0	0	74	0	6	0	0	6	1	99	0	0	100	193
7:45 AM	0	3	3	0	6	8	67	0	0	75	1	9	1	0	11	0	82	1	0	83	175
Hourly Total	4	11	10	0	25	14	223	0	0	237	1	24	1	0	26	3	333	2	0	338	626
8:00 AM	1	4	2	0	7	6	47	1	0	54	1	7	2	0	10	1	45	4	0	50	121
8:15 AM	0	3	0	0	3	4	33	1	0	38	1	12	1	0	14	3	46	2	0	51	106
8:30 AM	4	6	4	0	14	3	39	0	0	42	1	9	0	0	10	0	47	2	0	49	115
8:45 AM	1	4	0	0	5	6	46	0	0	52	0	14	0	0	14	1	61	1	0	63	134
Hourly Total	6	17	6	0	29	19	165	2	0	186	3	42	3	0	48	5	199	9	0	213	476
9:00 AM	3	6	4	0	13	6	44	2	0	52	1	4	0	0	5	1	56	1	0	58	128
9:15 AM	5	5	6	0	16	6	41	0	0	47	0	8	3	0	11	2	67	2	0	71	145
9:30 AM	5	5	4	0	14	5	46	1	0	52	1	2	1	0	4	3	57	4	0	64	134
9:45 AM	4	6	8	0	18	7	43	0	0	50	1	7	0	0	8	3	56	4	0	63	139
Hourly Total	17	22	22	0	61	24	174	3	0	201	3	21	4	0	28	9	236	11	0	256	546
10:00 AM	5	2	6	0	13	10	47	0	0	57	2	7	2	0	11	2	57	4	0	63	144
10:15 AM	4	2	4	0	10	8	53	1	0	62	0	3	2	0	5	4	50	5	0	59	136
10:30 AM	5	1	8	0	14	6	53	0	0	59	1	4	0	0	5	5	66	5	0	76	154
10:45 AM	7	10	13	0	30	9	54	0	0	63	4	8	0	0	12	1	76	1	0	78	183
Hourly Total	21	15	31	0	67	33	207	1	0	241	7	22	4	0	33	12	249	15	0	276	617
11:00 AM	6	4	3	0	13	8	64	0	0	72	1	3	0	0	4	3	76	4	0	83	172
11:15 AM	1	7	5	0	13	5	47	0	0	52	1	7	1	0	9	0	77	7	0	84	158
11:30 AM	5	11	10	0	26	16	60	1	0	77	1	9	0	0	10	0	82	0	0	82	195
11:45 AM	9	7	6	0	22	12	68	0	0	80	4	9	0	0	13	3	81	6	0	90	205
Hourly Total	21	29	24	0	74	41	239	1	0	281	7	28	1	0	36	6	316	17	0	339	730
12:00 PM	5	8	8	0	21	10	44	0	0	54	0	7	1	0	8	3	60	3	0	66	149
12:15 PM	4	4	5	0	13	8	50	3	0	61	2	5	0	0	7	2	59	4	0	65	146
12:30 PM	5	6	6	0	17	8	63	1	0	72	1	9	2	0	12	0	61	1	0	62	163
12:45 PM	5	9	7	0	21	9	74	0	0	83	2	9	3	0	14	2	58	5	0	65	183
Hourly Total	19	27	26	0	72	35	231	4	0	270	5	30	6	0	41	7	238	13	0	258	641
1:00 PM	8	4	11	0	23	4	68	0	0	72	3	7	2	0	12	1	83	5	0	89	196
1:15 PM	4	5	9	0	18	7	76	0	0	83	3	3	2	0	8	2	66	2	0	70	179
1:30 PM	2	8	6	0	16	9	63	0	0	72	1	8	0	0	9	1	72	4	0	77	174
1:45 PM	3	3	3	0	9	10	53	0	0	63	2	4	2	0	8	3	62	4	0	69	149
Hourly Total	17	20	29	0	66	30	260	0	0	290	9	22	6	0	37	7	283	15	0	305	698
2:00 PM	1	3	3	0	7	11	59	1	0	71	1	3	2	0	6	2	79	3	0	84	168

2:15 PM	6	0	7	0	13	12	64	0	0	76	1	8	1	0	10	2	67	1	0	70	169
2:30 PM	3	5	3	0	11	6	71	0	0	77	1	9	0	0	10	1	69	4	0	74	172
2:45 PM	3	5	6	0	14	5	86	0	0	91	0	4	1	0	5	1	63	5	0	69	179
Hourly Total	13	13	19	0	45	34	280	1	0	315	3	24	4	0	31	6	278	13	0	297	688
3:00 PM	4	5	7	0	16	5	66	0	0	71	0	10	0	0	10	0	75	1	0	76	173
3:15 PM	10	4	10	0	24	3	58	0	0	61	4	11	0	0	15	5	65	1	0	71	171
3:30 PM	5	10	6	0	21	10	80	0	0	90	4	11	0	0	15	2	77	3	0	82	208
3:45 PM	2	10	9	0	21	4	72	0	0	76	1	2	0	0	3	3	71	1	0	75	175
Hourly Total	21	29	32	0	82	22	276	0	0	298	9	34	0	0	43	10	288	6	0	304	727
4:00 PM	3	5	8	0	16	6	83	1	0	90	1	4	1	0	6	2	76	3	0	81	193
4:15 PM	3	6	8	0	17	6	64	1	0	71	4	11	1	0	16	0	95	7	0	102	206
4:30 PM	3	2	11	0	16	9	67	0	0	76	4	6	1	0	11	3	103	4	0	110	213
4:45 PM	3	6	1	0	10	4	62	0	0	66	0	1	0	0	1	4	83	2	0	89	166
Hourly Total	12	19	28	0	59	25	276	2	0	303	9	22	3	0	34	9	357	16	0	382	778
5:00 PM	0	6	9	0	15	5	76	0	0	81	6	10	0	0	16	3	80	4	0	87	199
5:15 PM	2	1	4	0	7	4	67	1	0	72	3	9	1	0	13	2	67	2	0	71	163
5:30 PM	2	3	4	0	9	8	64	0	0	72	0	4	1	0	5	5	63	0	0	68	154
5:45 PM	1	2	1	0	4	3	45	1	0	49	0	4	2	0	6	0	45	2	0	47	106
Hourly Total	5	12	18	0	35	20	252	2	0	274	9	27	4	0	40	10	255	8	0	273	622
Grand Total	161	214	250	0	625	305	2727	17	1	3050	67	301	37	0	405	86	3184	130	0	3400	7480
Approach %	25.8	34.2	40.0	0.0	-	10.0	89.4	0.6	0.0	-	16.5	74.3	9.1	0.0	-	2.5	93.6	3.8	0.0	-	-
Total %	2.2	2.9	3.3	0.0	8.4	4.1	36.5	0.2	0.0	40.8	0.9	4.0	0.5	0.0	5.4	1.1	42.6	1.7	0.0	45.5	-
All Vehicles (no classification)	161	214	250	0	625	305	2727	17	1	3050	67	301	37	0	405	86	3184	130	0	3400	7480
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Brewer ST.
Site Code: STA 13
Start Date: 02/21/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Brewer ST.
Site Code: STA 13
Start Date: 02/21/2019

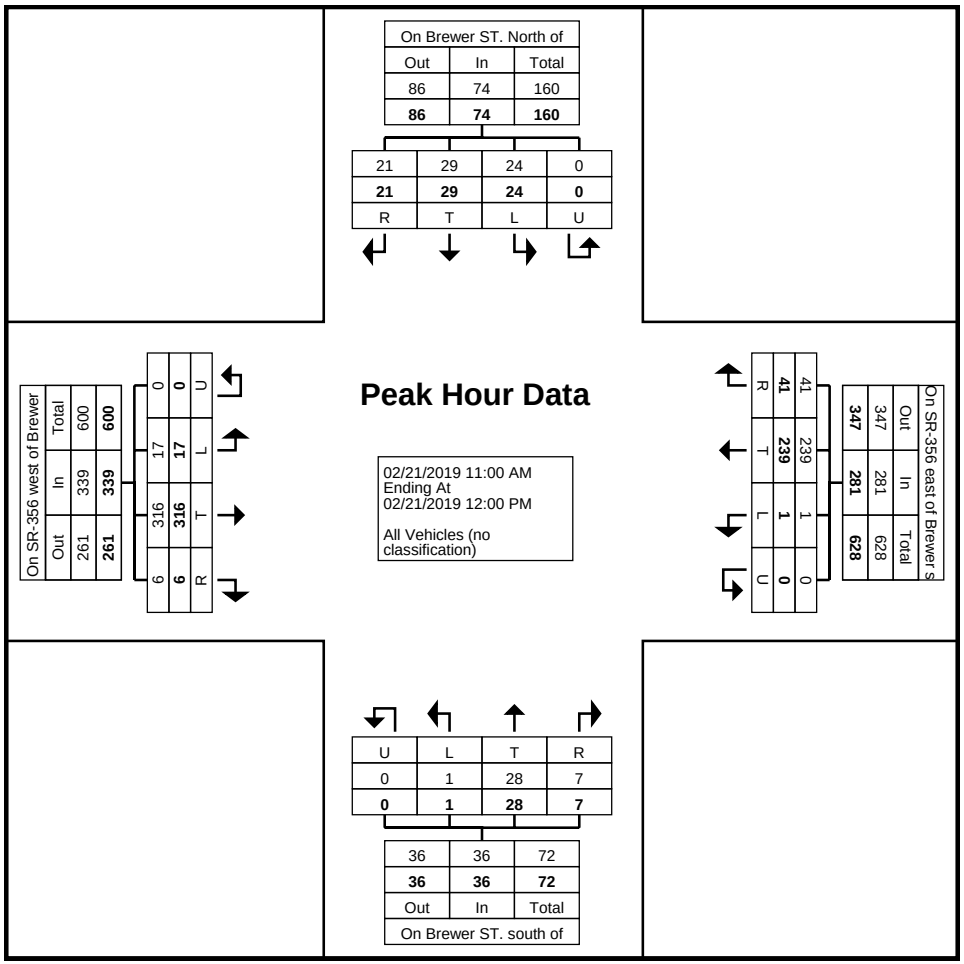
Turning Movement Peak Hour Data (11:00 AM)

Start Time	On Brewer ST. North of SR-356 Southbound					On SR-356 east of Brewer st. Westbound					On Brewer ST. south of SR -356 Northbound					On SR-356 west of Brewer St. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	6	4	3	0	13	8	64	0	0	72	1	3	0	0	4	3	76	4	0	83	172
11:15 AM	1	7	5	0	13	5	47	0	0	52	1	7	1	0	9	0	77	7	0	84	158
11:30 AM	5	11	10	0	26	16	60	1	0	77	1	9	0	0	10	0	82	0	0	82	195
11:45 AM	9	7	6	0	22	12	68	0	0	80	4	9	0	0	13	3	81	6	0	90	205
Total	21	29	24	0	74	41	239	1	0	281	7	28	1	0	36	6	316	17	0	339	730
Approach %	28.4	39.2	32.4	0.0	-	14.6	85.1	0.4	0.0	-	19.4	77.8	2.8	0.0	-	1.8	93.2	5.0	0.0	-	-
Total %	2.9	4.0	3.3	0.0	10.1	5.6	32.7	0.1	0.0	38.5	1.0	3.8	0.1	0.0	4.9	0.8	43.3	2.3	0.0	46.4	-
PHF	0.583	0.659	0.600	0.000	0.712	0.641	0.879	0.250	0.000	0.878	0.438	0.778	0.250	0.000	0.692	0.500	0.963	0.607	0.000	0.942	0.890
All Vehicles (no classification)	21	29	24	0	74	41	239	1	0	281	7	28	1	0	36	6	316	17	0	339	730
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Brewer ST.
Site Code: STA 13
Start Date: 02/21/2019



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

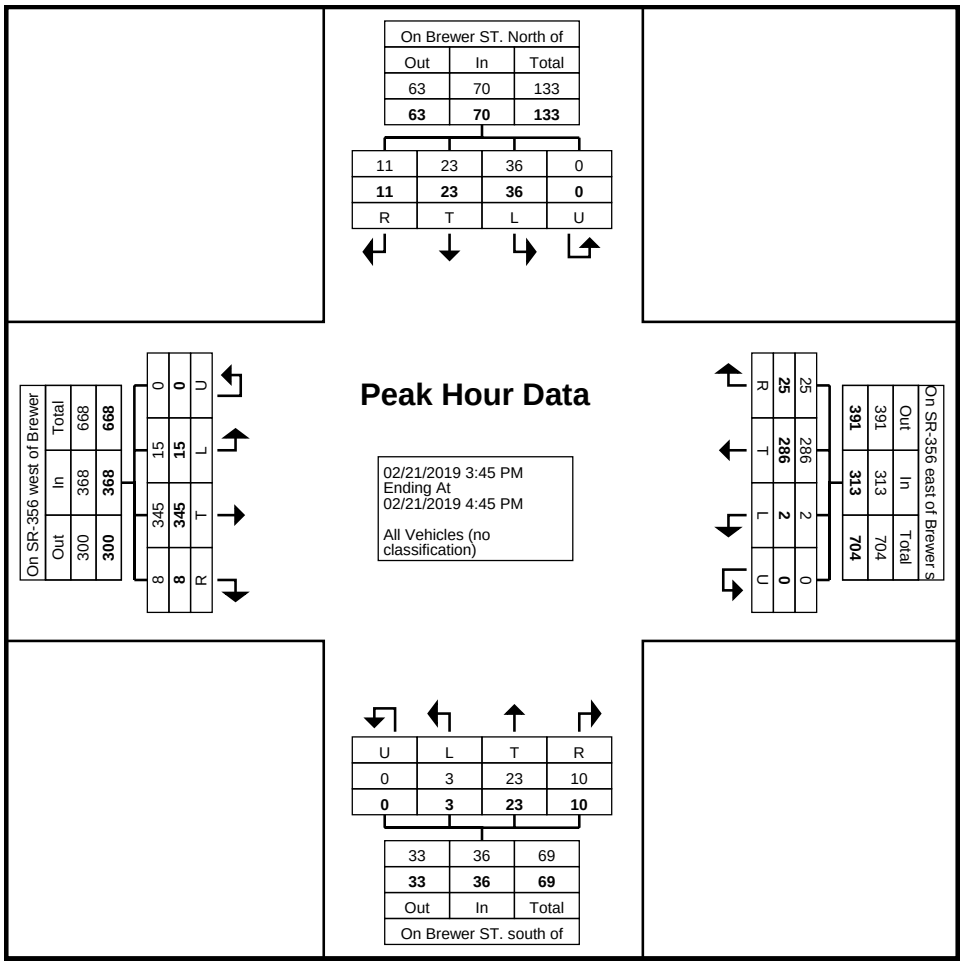
Count Name: SR-356 and Brewer ST.
Site Code: STA 13
Start Date: 02/21/2019

Turning Movement Peak Hour Data (3:45 PM)

Start Time	On Brewer ST. North of SR-356 Southbound					On SR-356 east of Brewer st. Westbound					On Brewer ST. south of SR -356 Northbound					On SR-356 west of Brewer St. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
3:45 PM	2	10	9	0	21	4	72	0	0	76	1	2	0	0	3	3	71	1	0	75	175
4:00 PM	3	5	8	0	16	6	83	1	0	90	1	4	1	0	6	2	76	3	0	81	193
4:15 PM	3	6	8	0	17	6	64	1	0	71	4	11	1	0	16	0	95	7	0	102	206
4:30 PM	3	2	11	0	16	9	67	0	0	76	4	6	1	0	11	3	103	4	0	110	213
Total	11	23	36	0	70	25	286	2	0	313	10	23	3	0	36	8	345	15	0	368	787
Approach %	15.7	32.9	51.4	0.0	-	8.0	91.4	0.6	0.0	-	27.8	63.9	8.3	0.0	-	2.2	93.8	4.1	0.0	-	-
Total %	1.4	2.9	4.6	0.0	8.9	3.2	36.3	0.3	0.0	39.8	1.3	2.9	0.4	0.0	4.6	1.0	43.8	1.9	0.0	46.8	-
PHF	0.917	0.575	0.818	0.000	0.833	0.694	0.861	0.500	0.000	0.869	0.625	0.523	0.750	0.000	0.563	0.667	0.837	0.536	0.000	0.836	0.924
All Vehicles (no classification)	11	23	36	0	70	25	286	2	0	313	10	23	3	0	36	8	345	15	0	368	787
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (3:45 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Brewer ST.
Site Code: STA 13
Start Date: 02/21/2019

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR.-356 and Highland ST.
Site Code: STA 14
Start Date: 02/20/2019

Turning Movement Data

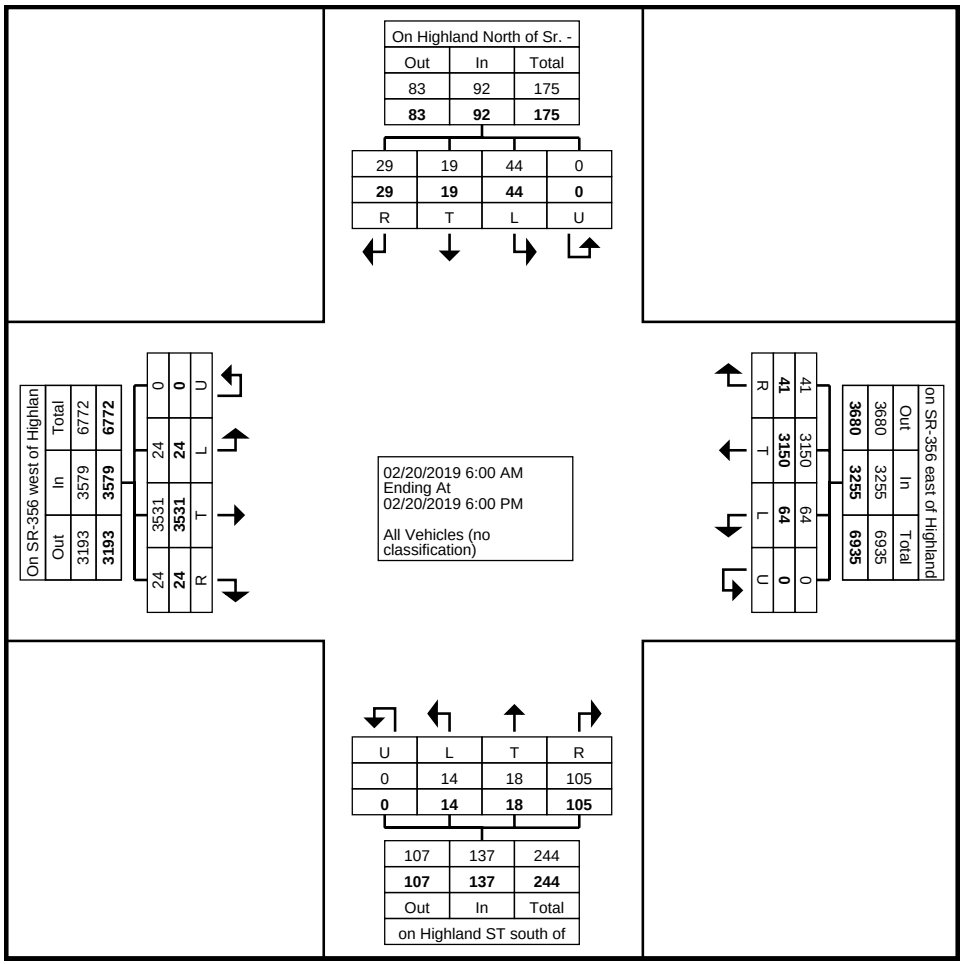
Start Time	On Highland North of Sr. -356 Southbound					on SR-356 east of Highland ST. Westbound					on Highland ST south of SR-56 Northbound					On SR-356 west of Highland St. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	1	0	1	0	22	0	0	22	2	0	1	0	3	0	22	1	0	23	49
6:15 AM	1	0	3	0	4	2	39	1	0	42	2	0	0	0	2	1	27	0	0	28	76
6:30 AM	0	0	1	0	1	0	50	1	0	51	1	0	0	0	1	1	45	1	0	47	100
6:45 AM	1	0	1	0	2	0	62	1	0	63	2	0	0	0	2	0	48	0	0	48	115
Hourly Total	2	0	6	0	8	2	173	3	0	178	7	0	1	0	8	2	142	2	0	146	340
7:00 AM	2	0	1	0	3	2	43	0	0	45	3	0	0	0	3	0	42	0	0	42	93
7:15 AM	0	0	0	0	0	1	48	1	0	50	1	0	0	0	1	2	83	0	0	85	136
7:30 AM	1	1	1	0	3	0	92	1	0	93	3	2	2	0	7	0	94	0	0	94	197
7:45 AM	0	0	3	0	3	0	79	1	0	80	2	2	0	0	4	0	113	0	0	113	200
Hourly Total	3	1	5	0	9	3	262	3	0	268	9	4	2	0	15	2	332	0	0	334	626
8:00 AM	0	0	2	0	2	2	71	2	0	75	1	0	0	0	1	0	64	1	0	65	143
8:15 AM	1	0	2	0	3	1	52	3	0	56	0	1	1	0	2	0	50	0	0	50	111
8:30 AM	0	0	1	0	1	0	54	0	0	54	2	0	0	0	2	0	52	0	0	52	109
8:45 AM	1	0	0	0	1	1	67	0	0	68	4	0	0	0	4	2	53	0	0	55	128
Hourly Total	2	0	5	0	7	4	244	5	0	253	7	1	1	0	9	2	219	1	0	222	491
9:00 AM	1	1	1	0	3	0	47	2	0	49	0	0	0	0	0	0	40	1	0	41	93
9:15 AM	0	0	0	0	0	0	60	1	0	61	3	0	0	0	3	1	64	0	0	65	129
9:30 AM	1	1	1	0	3	0	52	1	0	53	2	0	1	0	3	0	62	0	0	62	121
9:45 AM	0	0	2	0	2	1	68	3	0	72	5	0	1	0	6	0	83	0	0	83	163
Hourly Total	2	2	4	0	8	1	227	7	0	235	10	0	2	0	12	1	249	1	0	251	506
10:00 AM	2	1	1	0	4	0	60	3	0	63	3	0	0	0	3	1	77	0	0	78	148
10:15 AM	1	0	1	0	2	3	73	0	0	76	4	0	0	0	4	0	54	1	0	55	137
10:30 AM	0	2	0	0	2	0	62	4	0	66	0	0	1	0	1	1	63	1	0	65	134
10:45 AM	0	0	0	0	0	1	62	0	0	63	2	1	0	0	3	0	80	2	0	82	148
Hourly Total	3	3	2	0	8	4	257	7	0	268	9	1	1	0	11	2	274	4	0	280	567
11:00 AM	1	0	2	0	3	0	68	0	0	68	4	0	0	0	4	0	74	0	0	74	149
11:15 AM	1	0	1	0	2	2	84	1	0	87	4	0	1	0	5	0	89	0	0	89	183
11:30 AM	1	0	0	0	1	1	59	0	0	60	4	0	1	0	5	0	86	2	0	88	154
11:45 AM	0	0	0	0	0	0	57	2	0	59	0	0	1	0	1	0	92	1	0	93	153
Hourly Total	3	0	3	0	6	3	268	3	0	274	12	0	3	0	15	0	341	3	0	344	639
12:00 PM	1	2	1	0	4	2	72	3	0	77	1	0	1	0	2	0	85	0	0	85	168
12:15 PM	0	1	1	0	2	1	72	1	0	74	4	2	0	0	6	1	83	0	0	84	166
12:30 PM	2	2	1	0	5	1	82	3	0	86	0	0	0	0	0	0	83	0	0	83	174
12:45 PM	2	0	0	0	2	1	65	1	0	67	4	1	0	0	5	0	72	0	0	72	146
Hourly Total	5	5	3	0	13	5	291	8	0	304	9	3	1	0	13	1	323	0	0	324	654
1:00 PM	0	0	1	0	1	1	73	3	0	77	3	1	0	0	4	1	81	3	0	85	167
1:15 PM	0	2	1	0	3	0	84	0	0	84	2	0	1	0	3	1	72	0	0	73	163
1:30 PM	0	0	0	0	0	0	70	3	0	73	0	1	0	0	1	1	86	0	0	87	161
1:45 PM	0	0	0	0	0	0	70	2	0	72	5	0	0	0	5	2	88	0	0	90	167
Hourly Total	0	2	2	0	4	1	297	8	0	306	10	2	1	0	13	5	327	3	0	335	658
2:00 PM	0	1	0	0	1	0	74	0	0	74	4	1	0	0	5	0	90	0	0	90	170

2:15 PM	0	0	0	0	0	0	66	0	0	66	2	1	0	0	3	0	81	0	0	81	150
2:30 PM	0	0	0	0	0	0	75	0	0	75	2	2	0	0	4	0	81	0	0	81	160
2:45 PM	0	2	1	0	3	0	83	0	0	83	0	0	0	0	0	0	66	0	0	66	152
Hourly Total	0	3	1	0	4	0	298	0	0	298	8	4	0	0	12	0	318	0	0	318	632
3:00 PM	2	0	0	0	2	0	77	0	0	77	3	0	0	0	3	0	62	0	0	62	144
3:15 PM	1	0	5	0	6	1	74	0	0	75	0	0	0	0	0	0	89	0	0	89	170
3:30 PM	1	0	0	0	1	1	69	1	0	71	1	0	0	0	1	0	115	0	0	115	188
3:45 PM	0	0	1	0	1	0	68	0	0	68	1	0	0	0	1	1	79	0	0	80	150
Hourly Total	4	0	6	0	10	2	288	1	0	291	5	0	0	0	5	1	345	0	0	346	652
4:00 PM	1	0	1	0	2	3	85	0	0	88	0	0	0	0	0	3	76	1	0	80	170
4:15 PM	1	0	0	0	1	2	55	5	0	62	3	1	0	0	4	1	106	1	0	108	175
4:30 PM	1	0	2	0	3	2	81	1	0	84	5	0	0	0	5	1	106	1	0	108	200
4:45 PM	0	0	2	0	2	2	58	3	0	63	1	0	2	0	3	1	85	0	0	86	154
Hourly Total	3	0	5	0	8	9	279	9	0	297	9	1	2	0	12	6	373	3	0	382	699
5:00 PM	0	0	0	0	0	1	91	4	0	96	3	1	0	0	4	0	107	4	0	111	211
5:15 PM	1	0	0	0	1	1	64	3	0	68	2	1	0	0	3	0	62	0	0	62	134
5:30 PM	1	1	0	0	2	2	59	2	0	63	3	0	0	0	3	1	73	1	0	75	143
5:45 PM	0	2	2	0	4	3	52	1	0	56	2	0	0	0	2	1	46	2	0	49	111
Hourly Total	2	3	2	0	7	7	266	10	0	283	10	2	0	0	12	2	288	7	0	297	599
Grand Total	29	19	44	0	92	41	3150	64	0	3255	105	18	14	0	137	24	3531	24	0	3579	7063
Approach %	31.5	20.7	47.8	0.0	-	1.3	96.8	2.0	0.0	-	76.6	13.1	10.2	0.0	-	0.7	98.7	0.7	0.0	-	-
Total %	0.4	0.3	0.6	0.0	1.3	0.6	44.6	0.9	0.0	46.1	1.5	0.3	0.2	0.0	1.9	0.3	50.0	0.3	0.0	50.7	-
All Vehicles (no classification)	29	19	44	0	92	41	3150	64	0	3255	105	18	14	0	137	24	3531	24	0	3579	7063
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR.-356 and Highland ST.
Site Code: STA 14
Start Date: 02/20/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR.-356 and Highland ST.
Site Code: STA 14
Start Date: 02/20/2019

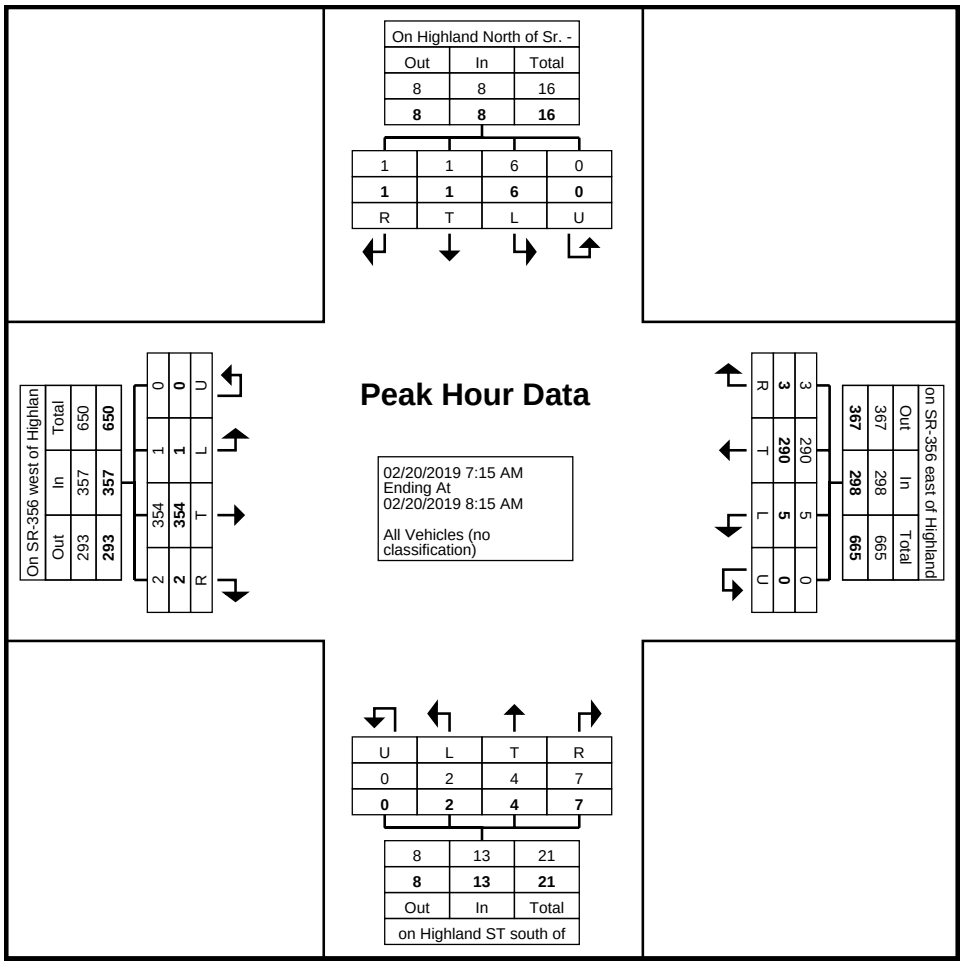
Turning Movement Peak Hour Data (7:15 AM)

Start Time	On Highland North of Sr. -356 Southbound					on SR-356 east of Highland ST. Westbound					on Highland ST south of SR-56 Northbound					On SR-356 west of Highland St. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
7:15 AM	0	0	0	0	0	1	48	1	0	50	1	0	0	0	1	2	83	0	0	85	136
7:30 AM	1	1	1	0	3	0	92	1	0	93	3	2	2	0	7	0	94	0	0	94	197
7:45 AM	0	0	3	0	3	0	79	1	0	80	2	2	0	0	4	0	113	0	0	113	200
8:00 AM	0	0	2	0	2	2	71	2	0	75	1	0	0	0	1	0	64	1	0	65	143
Total	1	1	6	0	8	3	290	5	0	298	7	4	2	0	13	2	354	1	0	357	676
Approach %	12.5	12.5	75.0	0.0	-	1.0	97.3	1.7	0.0	-	53.8	30.8	15.4	0.0	-	0.6	99.2	0.3	0.0	-	-
Total %	0.1	0.1	0.9	0.0	1.2	0.4	42.9	0.7	0.0	44.1	1.0	0.6	0.3	0.0	1.9	0.3	52.4	0.1	0.0	52.8	-
PHF	0.250	0.250	0.500	0.000	0.667	0.375	0.788	0.625	0.000	0.801	0.583	0.500	0.250	0.000	0.464	0.250	0.783	0.250	0.000	0.790	0.845
All Vehicles (no classification)	1	1	6	0	8	3	290	5	0	298	7	4	2	0	13	2	354	1	0	357	676
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR.-356 and Highland ST.
Site Code: STA 14
Start Date: 02/20/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

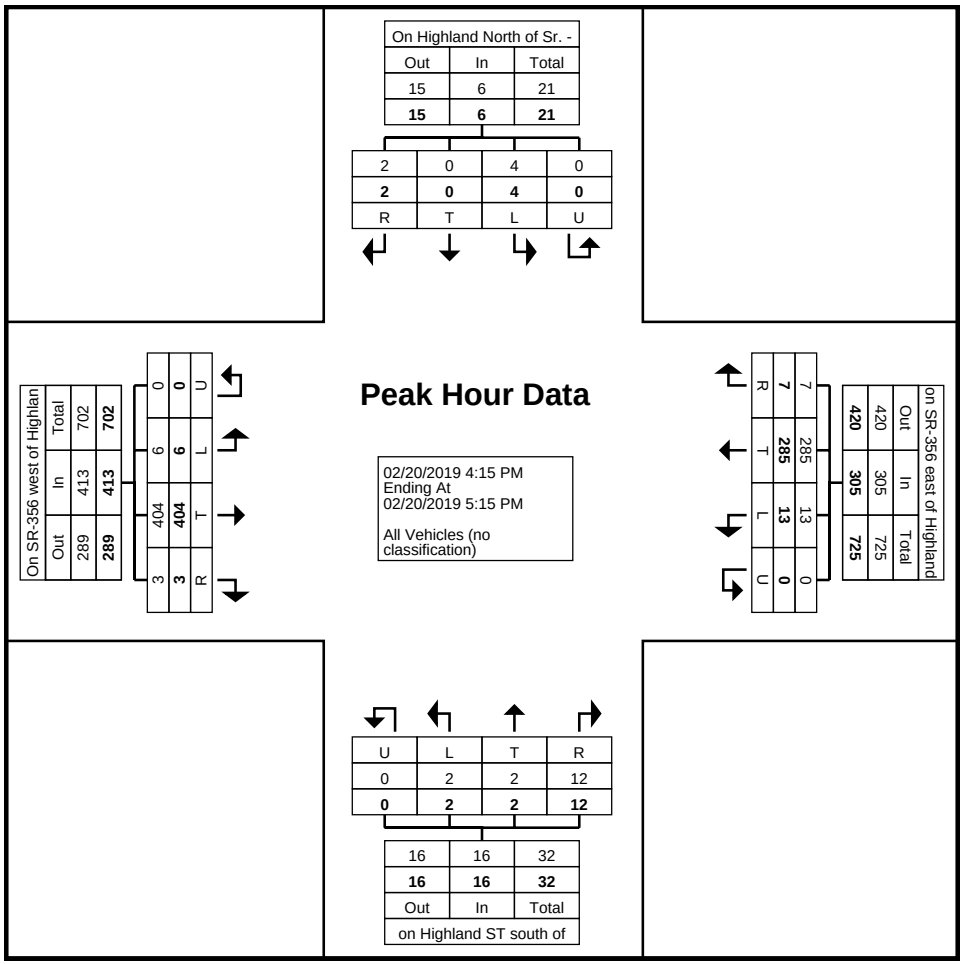
Count Name: SR.-356 and Highland ST.
Site Code: STA 14
Start Date: 02/20/2019

Turning Movement Peak Hour Data (4:15 PM)

Start Time	On Highland North of Sr. -356 Southbound					on SR-356 east of Highland ST. Westbound					on Highland ST south of SR-56 Northbound					On SR-356 west of Highland St. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
4:15 PM	1	0	0	0	1	2	55	5	0	62	3	1	0	0	4	1	106	1	0	108	175
4:30 PM	1	0	2	0	3	2	81	1	0	84	5	0	0	0	5	1	106	1	0	108	200
4:45 PM	0	0	2	0	2	2	58	3	0	63	1	0	2	0	3	1	85	0	0	86	154
5:00 PM	0	0	0	0	0	1	91	4	0	96	3	1	0	0	4	0	107	4	0	111	211
Total	2	0	4	0	6	7	285	13	0	305	12	2	2	0	16	3	404	6	0	413	740
Approach %	33.3	0.0	66.7	0.0	-	2.3	93.4	4.3	0.0	-	75.0	12.5	12.5	0.0	-	0.7	97.8	1.5	0.0	-	-
Total %	0.3	0.0	0.5	0.0	0.8	0.9	38.5	1.8	0.0	41.2	1.6	0.3	0.3	0.0	2.2	0.4	54.6	0.8	0.0	55.8	-
PHF	0.500	0.000	0.500	0.000	0.500	0.875	0.783	0.650	0.000	0.794	0.600	0.500	0.250	0.000	0.800	0.750	0.944	0.375	0.000	0.930	0.877
All Vehicles (no classification)	2	0	4	0	6	7	285	13	0	305	12	2	2	0	16	3	404	6	0	413	740
% All Vehicles (no classification)	100.0	-	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (4:15 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR.-356 and Highland ST.
Site Code: STA 14
Start Date: 02/20/2019

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Lake ST in Paris Tn
Site Code: STA-15
Start Date: 02/20/2019

Turning Movement Data

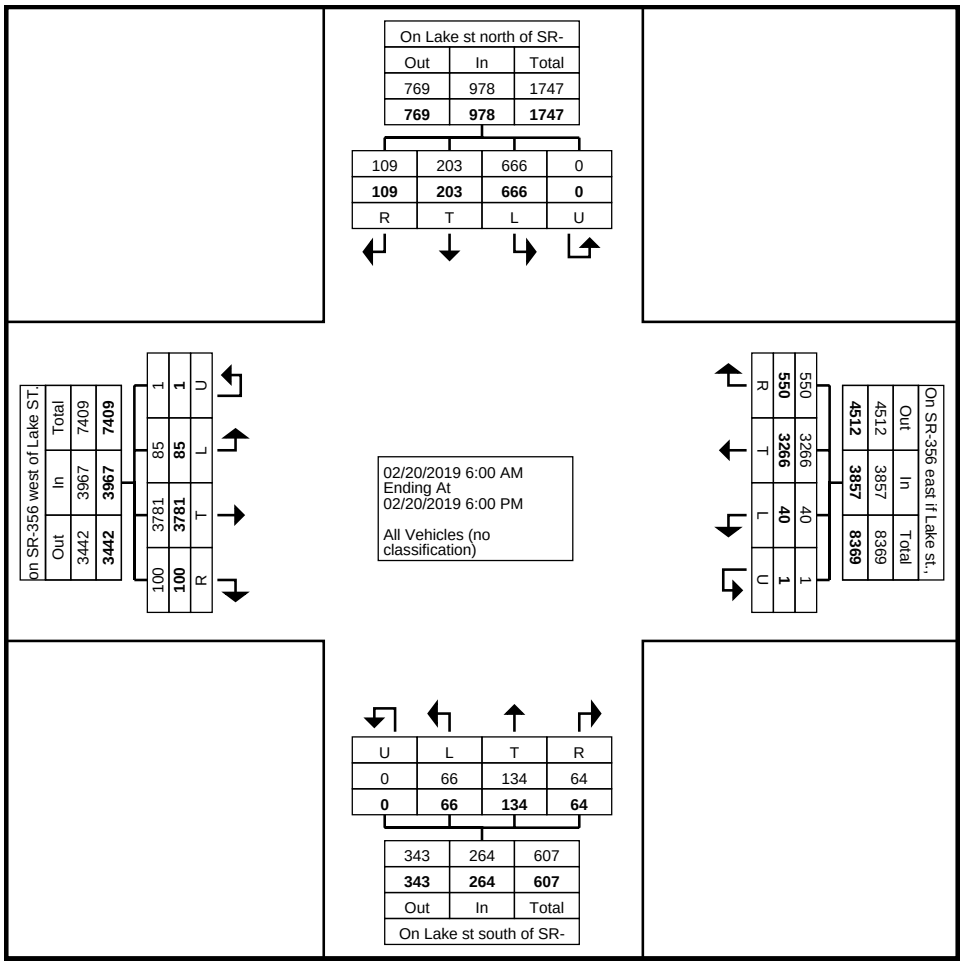
Start Time	On Lake st north of SR-356 Southbound					On SR-356 east if Lake st., Westbound					On Lake st south of SR-356 Northbound					on SR-356 west of Lake ST. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	4	0	4	2	22	0	0	24	0	0	0	0	0	0	27	0	0	27	55
6:15 AM	2	1	4	0	7	3	40	0	0	43	1	0	0	0	1	1	30	1	0	32	83
6:30 AM	0	0	7	0	7	7	47	0	0	54	0	0	0	0	0	0	42	1	0	43	104
6:45 AM	2	5	8	0	15	6	60	0	0	66	0	2	0	0	2	2	53	1	0	56	139
Hourly Total	4	6	23	0	33	18	169	0	0	187	1	2	0	0	3	3	152	3	0	158	381
7:00 AM	3	1	7	0	11	3	38	2	0	43	0	1	0	0	1	2	44	0	0	46	101
7:15 AM	2	10	8	0	20	7	53	0	0	60	0	1	0	0	1	3	80	2	0	85	166
7:30 AM	3	6	15	0	24	5	91	0	0	96	4	5	3	0	12	2	96	0	0	98	230
7:45 AM	1	6	17	0	24	8	84	0	0	92	0	7	6	0	13	5	111	2	0	118	247
Hourly Total	9	23	47	0	79	23	266	2	0	291	4	14	9	0	27	12	331	4	0	347	744
8:00 AM	2	3	8	0	13	10	84	1	0	95	1	2	1	0	4	2	70	1	0	73	185
8:15 AM	2	5	10	0	17	4	58	0	0	62	4	1	1	0	6	5	49	2	0	56	141
8:30 AM	0	1	6	0	7	14	56	3	0	73	3	4	1	0	8	5	55	1	0	61	149
8:45 AM	1	4	12	0	17	3	67	1	0	71	2	2	3	0	7	1	56	1	0	58	153
Hourly Total	5	13	36	0	54	31	265	5	0	301	10	9	6	0	25	13	230	5	0	248	628
9:00 AM	3	2	10	0	15	4	50	2	0	56	0	4	0	0	4	1	46	1	0	48	123
9:15 AM	4	2	12	0	18	12	55	0	0	67	4	3	1	0	8	1	64	2	0	67	160
9:30 AM	3	3	19	0	25	8	56	1	0	65	1	1	0	0	2	0	66	1	0	67	159
9:45 AM	4	2	15	0	21	7	79	1	0	87	3	0	0	0	3	3	83	2	0	88	199
Hourly Total	14	9	56	0	79	31	240	4	0	275	8	8	1	0	17	5	259	6	0	270	641
10:00 AM	4	4	8	0	16	9	64	1	0	74	0	2	0	0	2	0	78	4	0	82	174
10:15 AM	2	3	16	0	21	16	72	1	0	89	3	0	1	0	4	2	62	0	0	64	178
10:30 AM	6	2	10	0	18	14	67	0	0	81	2	4	1	0	7	2	73	1	0	76	182
10:45 AM	3	4	14	0	21	10	58	4	0	72	0	4	0	0	4	2	88	3	0	93	190
Hourly Total	15	13	48	0	76	49	261	6	0	316	5	10	2	0	17	6	301	8	0	315	724
11:00 AM	2	6	17	0	25	10	66	0	0	76	2	1	3	0	6	2	85	1	0	88	195
11:15 AM	2	1	24	0	27	11	91	1	0	103	2	6	1	0	9	2	95	3	0	100	239
11:30 AM	4	7	12	0	23	13	53	0	0	66	0	3	1	0	4	1	107	1	0	109	202
11:45 AM	3	4	16	0	23	7	70	2	0	79	3	3	2	0	8	2	96	1	0	99	209
Hourly Total	11	18	69	0	98	41	280	3	0	324	7	13	7	0	27	7	383	6	0	396	845
12:00 PM	2	7	16	0	25	11	78	0	0	89	4	4	3	0	11	4	90	4	0	98	223
12:15 PM	4	7	19	0	30	21	74	4	0	99	2	0	3	0	5	5	87	1	0	93	227
12:30 PM	6	7	14	0	27	11	80	0	0	91	0	4	3	0	7	6	94	2	0	102	227
12:45 PM	7	5	9	0	21	15	69	0	0	84	2	4	1	0	7	1	81	3	0	85	197
Hourly Total	19	26	58	0	103	58	301	4	0	363	8	12	10	0	30	16	352	10	0	378	874
1:00 PM	2	4	10	0	16	16	72	1	0	89	1	1	1	0	3	1	76	3	0	80	188
1:15 PM	1	5	23	0	29	16	80	1	0	97	1	2	3	0	6	3	77	2	1	83	215
1:30 PM	2	2	14	0	18	13	72	0	0	85	0	2	1	0	3	0	76	6	0	82	188
1:45 PM	2	2	24	0	28	10	64	0	0	74	1	4	0	0	5	1	93	1	0	95	202
Hourly Total	7	13	71	0	91	55	288	2	0	345	3	9	5	0	17	5	322	12	1	340	793
2:00 PM	7	3	17	0	27	12	64	0	0	76	1	1	1	0	3	3	77	2	0	82	188

2:15 PM	2	3	13	0	18	13	59	1	0	73	0	8	0	0	8	0	90	3	0	93	192
2:30 PM	1	3	13	0	17	6	95	0	0	101	1	5	1	0	7	5	79	0	0	84	209
2:45 PM	0	4	7	0	11	12	85	0	0	97	2	6	0	0	8	5	75	0	0	80	196
Hourly Total	10	13	50	0	73	43	303	1	0	347	4	20	2	0	26	13	321	5	0	339	785
3:00 PM	1	10	15	0	26	12	95	1	0	108	2	4	2	0	8	0	83	3	0	86	228
3:15 PM	0	9	19	0	28	9	103	0	0	112	0	2	0	0	2	1	99	5	0	105	247
3:30 PM	2	5	17	0	24	12	74	1	0	87	2	4	1	0	7	0	126	3	0	129	247
3:45 PM	0	5	19	0	24	16	75	1	0	92	0	5	1	0	6	2	88	2	0	92	214
Hourly Total	3	29	70	0	102	49	347	3	0	399	4	15	4	0	23	3	396	13	0	412	936
4:00 PM	0	4	17	0	21	22	83	2	0	107	4	5	3	0	12	0	92	0	0	92	232
4:15 PM	1	4	16	0	21	16	65	2	1	84	3	2	2	0	7	3	109	3	0	115	227
4:30 PM	2	7	17	0	26	19	76	1	0	96	0	4	4	0	8	3	115	2	0	120	250
4:45 PM	2	4	15	0	21	13	61	0	0	74	1	2	6	0	9	0	93	3	0	96	200
Hourly Total	5	19	65	0	89	70	285	5	1	361	8	13	15	0	36	6	409	8	0	423	909
5:00 PM	1	6	24	0	31	18	94	4	0	116	0	1	1	0	2	8	119	1	0	128	277
5:15 PM	2	5	14	0	21	19	59	0	0	78	0	1	3	0	4	0	79	3	0	82	185
5:30 PM	2	9	23	0	34	19	55	1	0	75	1	6	0	0	7	2	73	1	0	76	192
5:45 PM	2	1	12	0	15	26	53	0	0	79	1	1	1	0	3	1	54	0	0	55	152
Hourly Total	7	21	73	0	101	82	261	5	0	348	2	9	5	0	16	11	325	5	0	341	806
Grand Total	109	203	666	0	978	550	3266	40	1	3857	64	134	66	0	264	100	3781	85	1	3967	9066
Approach %	11.1	20.8	68.1	0.0	-	14.3	84.7	1.0	0.0	-	24.2	50.8	25.0	0.0	-	2.5	95.3	2.1	0.0	-	-
Total %	1.2	2.2	7.3	0.0	10.8	6.1	36.0	0.4	0.0	42.5	0.7	1.5	0.7	0.0	2.9	1.1	41.7	0.9	0.0	43.8	-
All Vehicles (no classification)	109	203	666	0	978	550	3266	40	1	3857	64	134	66	0	264	100	3781	85	1	3967	9066
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Lake ST in Paris Tn
Site Code: STA-15
Start Date: 02/20/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Lake ST in Paris Tn
Site Code: STA-15
Start Date: 02/20/2019

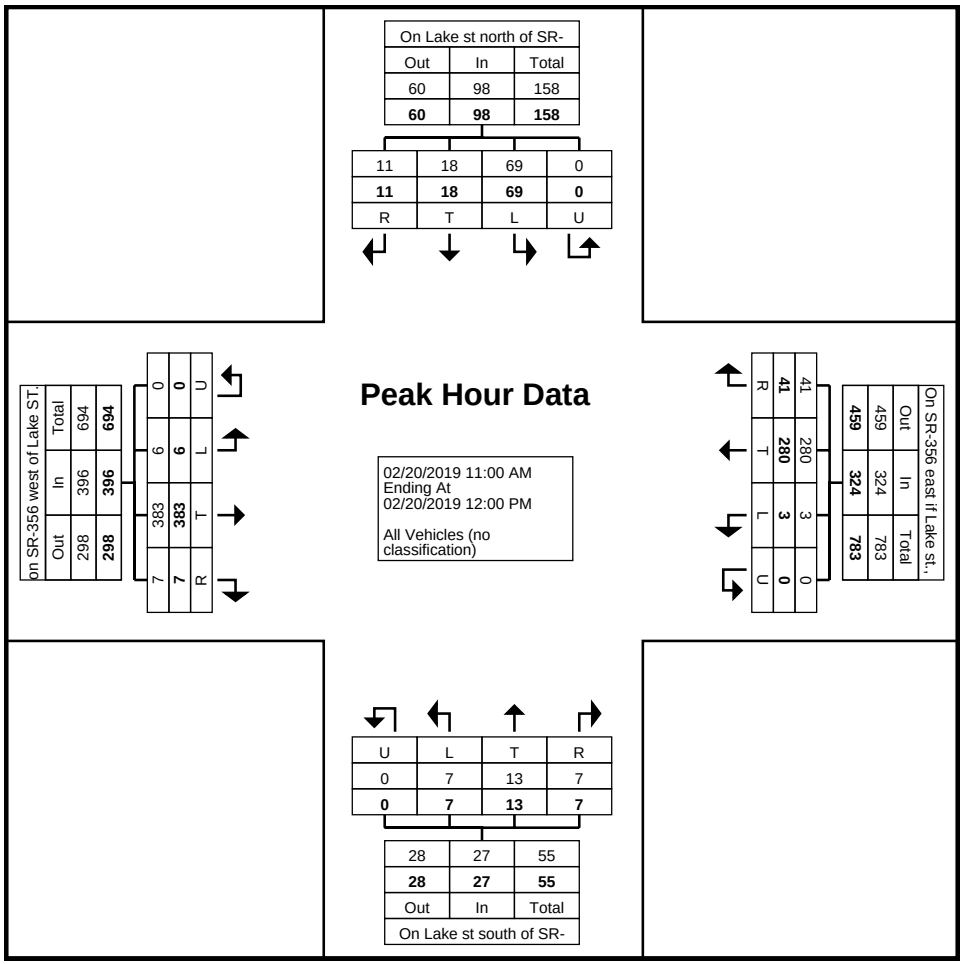
Turning Movement Peak Hour Data (11:00 AM)

Start Time	On Lake st north of SR-356 Southbound					On SR-356 east if Lake st., Westbound					On Lake st south of SR-356 Northbound					on SR-356 west of Lake ST. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	2	6	17	0	25	10	66	0	0	76	2	1	3	0	6	2	85	1	0	88	195
11:15 AM	2	1	24	0	27	11	91	1	0	103	2	6	1	0	9	2	95	3	0	100	239
11:30 AM	4	7	12	0	23	13	53	0	0	66	0	3	1	0	4	1	107	1	0	109	202
11:45 AM	3	4	16	0	23	7	70	2	0	79	3	3	2	0	8	2	96	1	0	99	209
Total	11	18	69	0	98	41	280	3	0	324	7	13	7	0	27	7	383	6	0	396	845
Approach %	11.2	18.4	70.4	0.0	-	12.7	86.4	0.9	0.0	-	25.9	48.1	25.9	0.0	-	1.8	96.7	1.5	0.0	-	-
Total %	1.3	2.1	8.2	0.0	11.6	4.9	33.1	0.4	0.0	38.3	0.8	1.5	0.8	0.0	3.2	0.8	45.3	0.7	0.0	46.9	-
PHF	0.688	0.643	0.719	0.000	0.907	0.788	0.769	0.375	0.000	0.786	0.583	0.542	0.583	0.000	0.750	0.875	0.895	0.500	0.000	0.908	0.884
All Vehicles (no classification)	11	18	69	0	98	41	280	3	0	324	7	13	7	0	27	7	383	6	0	396	845
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Lake ST in Paris Tn
Site Code: STA-15
Start Date: 02/20/2019



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

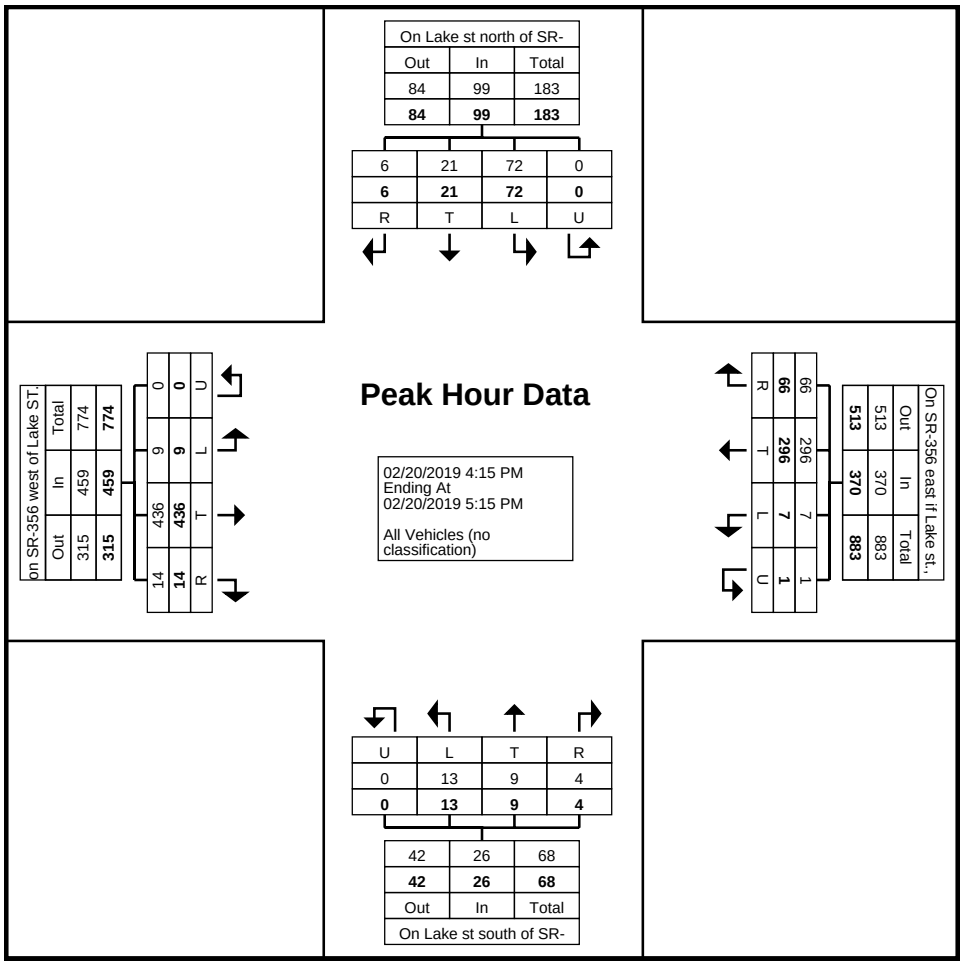
Count Name: SR-356 and Lake ST in Paris Tn
Site Code: STA-15
Start Date: 02/20/2019

Turning Movement Peak Hour Data (4:15 PM)

Start Time	On Lake st north of SR-356 Southbound					On SR-356 east if Lake st., Westbound					On Lake st south of SR-356 Northbound					on SR-356 west of Lake ST. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
4:15 PM	1	4	16	0	21	16	65	2	1	84	3	2	2	0	7	3	109	3	0	115	227
4:30 PM	2	7	17	0	26	19	76	1	0	96	0	4	4	0	8	3	115	2	0	120	250
4:45 PM	2	4	15	0	21	13	61	0	0	74	1	2	6	0	9	0	93	3	0	96	200
5:00 PM	1	6	24	0	31	18	94	4	0	116	0	1	1	0	2	8	119	1	0	128	277
Total	6	21	72	0	99	66	296	7	1	370	4	9	13	0	26	14	436	9	0	459	954
Approach %	6.1	21.2	72.7	0.0	-	17.8	80.0	1.9	0.3	-	15.4	34.6	50.0	0.0	-	3.1	95.0	2.0	0.0	-	-
Total %	0.6	2.2	7.5	0.0	10.4	6.9	31.0	0.7	0.1	38.8	0.4	0.9	1.4	0.0	2.7	1.5	45.7	0.9	0.0	48.1	-
PHF	0.750	0.750	0.750	0.000	0.798	0.868	0.787	0.438	0.250	0.797	0.333	0.563	0.542	0.000	0.722	0.438	0.916	0.750	0.000	0.896	0.861
All Vehicles (no classification)	6	21	72	0	99	66	296	7	1	370	4	9	13	0	26	14	436	9	0	459	954
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (4:15 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: SR-356 and Poplar ST in Paris Tn
Site Code: STA 16
Start Date: 02/21/2019

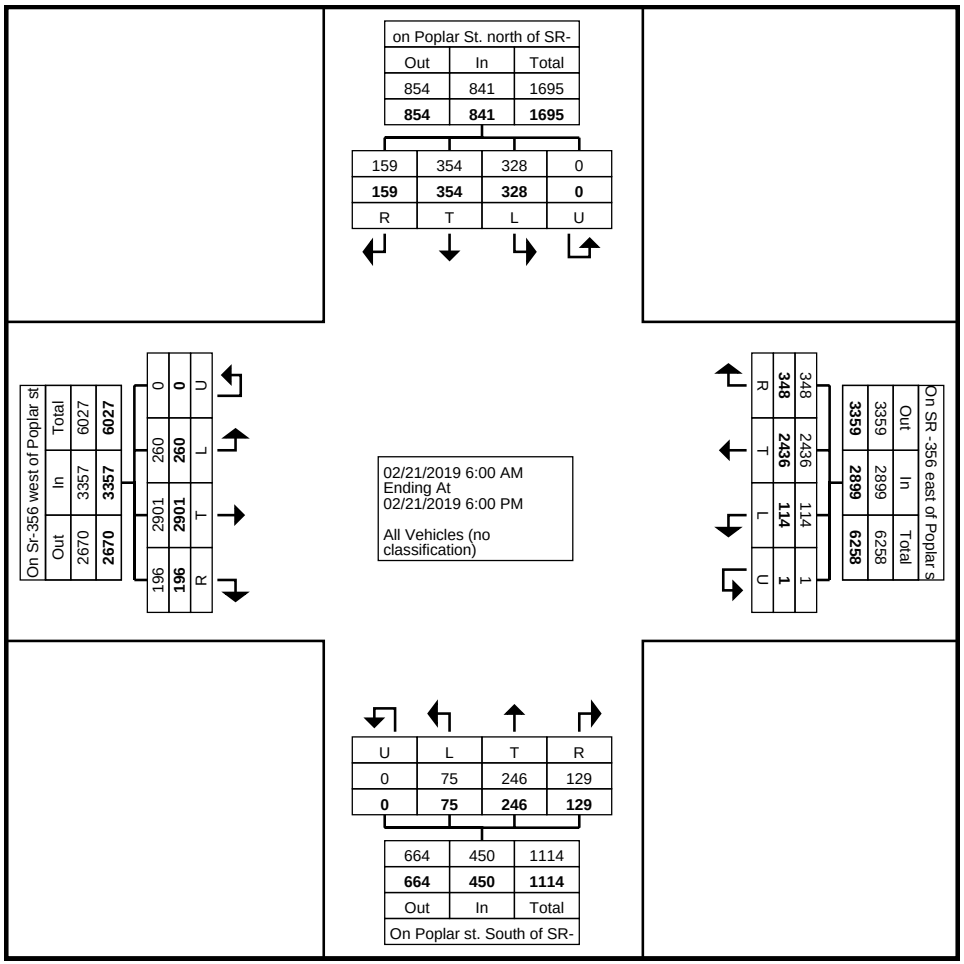
Turning Movement Data

Start Time	on Poplar St. north of SR-356 Southbound					On SR -356 east of Poplar st. Westbound					On Poplar st. South of SR-356 Northbound					On Sr-356 west of Poplar st. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	1	0	1	0	2	1	20	1	1	23	0	2	0	0	2	0	25	1	0	26	53
6:15 AM	0	1	2	0	3	0	40	1	0	41	0	0	0	0	0	1	30	0	0	31	75
6:30 AM	1	1	0	0	2	3	33	0	0	36	0	2	1	0	3	1	41	1	0	43	84
6:45 AM	0	1	6	0	7	3	43	0	0	46	2	3	0	0	5	0	54	1	0	55	113
Hourly Total	2	3	9	0	14	7	136	2	1	146	2	7	1	0	10	2	150	3	0	155	325
7:00 AM	1	0	3	0	4	1	38	0	0	39	2	0	1	0	3	0	59	2	0	61	107
7:15 AM	2	5	2	0	9	2	40	1	0	43	1	4	1	0	6	5	87	0	0	92	150
7:30 AM	2	7	3	0	12	6	54	3	0	63	0	5	1	0	6	2	95	4	0	101	182
7:45 AM	1	7	6	0	14	5	59	2	0	66	2	7	1	0	10	7	74	4	0	85	175
Hourly Total	6	19	14	0	39	14	191	6	0	211	5	16	4	0	25	14	315	10	0	339	614
8:00 AM	3	2	2	0	7	4	42	1	0	47	2	4	0	0	6	2	45	5	0	52	112
8:15 AM	3	6	4	0	13	4	27	1	0	32	0	4	0	0	4	5	45	6	0	56	105
8:30 AM	4	4	3	0	11	6	35	2	0	43	0	6	2	0	8	4	46	8	0	58	120
8:45 AM	7	11	6	0	24	7	35	4	0	46	0	1	1	0	2	4	53	6	0	63	135
Hourly Total	17	23	15	0	55	21	139	8	0	168	2	15	3	0	20	15	189	25	0	229	472
9:00 AM	8	6	4	0	18	10	38	1	0	49	5	1	1	0	7	5	44	3	0	52	126
9:15 AM	6	5	7	0	18	5	38	1	0	44	2	2	1	0	5	6	73	8	0	87	154
9:30 AM	2	6	5	0	13	9	39	5	0	53	1	6	2	0	9	7	50	4	0	61	136
9:45 AM	7	4	4	0	15	8	37	3	0	48	4	5	1	0	10	7	61	2	0	70	143
Hourly Total	23	21	20	0	64	32	152	10	0	194	12	14	5	0	31	25	228	17	0	270	559
10:00 AM	1	6	6	0	13	12	33	6	0	51	2	3	5	0	10	7	47	10	0	64	138
10:15 AM	9	9	7	0	25	5	48	1	0	54	0	5	1	0	6	6	52	8	0	66	151
10:30 AM	2	15	9	0	26	8	49	1	0	58	1	7	2	0	10	5	65	6	0	76	170
10:45 AM	9	3	6	0	18	15	47	3	0	65	3	1	2	0	6	3	70	9	0	82	171
Hourly Total	21	33	28	0	82	40	177	11	0	228	6	16	10	0	32	21	234	33	0	288	630
11:00 AM	4	12	9	0	25	12	57	4	0	73	8	11	1	0	20	13	64	5	0	82	200
11:15 AM	3	8	8	0	19	5	40	6	0	51	5	13	1	0	19	6	69	9	0	84	173
11:30 AM	4	11	11	0	26	10	51	0	0	61	7	5	3	0	15	5	68	11	0	84	186
11:45 AM	4	11	14	0	29	8	61	6	0	75	7	4	1	0	12	4	69	6	0	79	195
Hourly Total	15	42	42	0	99	35	209	16	0	260	27	33	6	0	66	28	270	31	0	329	754
12:00 PM	3	13	13	0	29	7	38	3	0	48	8	9	1	0	18	1	50	4	0	55	150
12:15 PM	2	7	7	0	16	11	46	0	0	57	2	9	1	0	12	3	59	4	0	66	151
12:30 PM	1	6	5	0	12	6	60	2	0	68	2	5	0	0	7	7	54	11	0	72	159
12:45 PM	4	18	9	0	31	9	68	1	0	78	4	9	0	0	13	1	50	4	0	55	177
Hourly Total	10	44	34	0	88	33	212	6	0	251	16	32	2	0	50	12	213	23	0	248	637
1:00 PM	4	6	14	0	24	13	60	6	0	79	9	4	0	0	13	4	67	11	0	82	198
1:15 PM	1	11	11	0	23	8	70	1	0	79	6	6	1	0	13	6	55	4	0	65	180
1:30 PM	3	7	9	0	19	5	57	2	0	64	2	5	2	0	9	6	65	6	0	77	169
1:45 PM	4	7	8	0	19	7	51	3	0	61	3	9	3	0	15	6	58	8	0	72	167
Hourly Total	12	31	42	0	85	33	238	12	0	283	20	24	6	0	50	22	245	29	0	296	714
2:00 PM	6	4	6	0	16	8	55	0	0	63	1	8	2	0	11	2	75	7	0	84	174

2:15 PM	3	6	6	0	15	11	56	3	0	70	0	6	4	0	10	0	61	10	0	71	166
2:30 PM	6	3	13	0	22	7	64	2	0	73	1	3	1	0	5	3	61	5	0	69	169
2:45 PM	3	10	4	0	17	16	68	7	0	91	2	6	3	0	11	1	61	3	0	65	184
Hourly Total	18	23	29	0	70	42	243	12	0	297	4	23	10	0	37	6	258	25	0	289	693
3:00 PM	3	7	10	0	20	9	60	3	0	72	3	8	1	0	12	1	64	5	0	70	174
3:15 PM	3	9	4	0	16	8	59	2	0	69	6	8	2	0	16	6	64	7	0	77	178
3:30 PM	2	8	12	0	22	7	76	4	0	87	5	10	4	0	19	4	68	5	0	77	205
3:45 PM	5	5	7	0	17	10	60	2	0	72	6	5	2	0	13	4	58	9	0	71	173
Hourly Total	13	29	33	0	75	34	255	11	0	300	20	31	9	0	60	15	254	26	0	295	730
4:00 PM	7	11	7	0	25	14	69	3	0	86	1	9	3	0	13	6	73	3	0	82	206
4:15 PM	1	6	8	0	15	9	52	4	0	65	4	3	3	0	10	6	85	9	0	100	190
4:30 PM	4	26	13	0	43	10	62	1	0	73	5	4	6	0	15	3	84	6	0	93	224
4:45 PM	4	12	9	0	25	3	65	1	0	69	0	2	1	0	3	3	73	6	0	82	179
Hourly Total	16	55	37	0	108	36	248	9	0	293	10	18	13	0	41	18	315	24	0	357	799
5:00 PM	1	13	8	0	22	2	73	2	0	77	2	7	2	0	11	3	75	1	0	79	189
5:15 PM	2	4	5	0	11	5	68	2	0	75	0	0	2	0	2	6	61	5	0	72	160
5:30 PM	0	4	11	0	15	6	57	3	0	66	2	5	2	0	9	3	53	5	0	61	151
5:45 PM	3	10	1	0	14	8	38	4	0	50	1	5	0	0	6	6	41	3	0	50	120
Hourly Total	6	31	25	0	62	21	236	11	0	268	5	17	6	0	28	18	230	14	0	262	620
Grand Total	159	354	328	0	841	348	2436	114	1	2899	129	246	75	0	450	196	2901	260	0	3357	7547
Approach %	18.9	42.1	39.0	0.0	-	12.0	84.0	3.9	0.0	-	28.7	54.7	16.7	0.0	-	5.8	86.4	7.7	0.0	-	-
Total %	2.1	4.7	4.3	0.0	11.1	4.6	32.3	1.5	0.0	38.4	1.7	3.3	1.0	0.0	6.0	2.6	38.4	3.4	0.0	44.5	-
All Vehicles (no classification)	159	354	328	0	841	348	2436	114	1	2899	129	246	75	0	450	196	2901	260	0	3357	7547
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

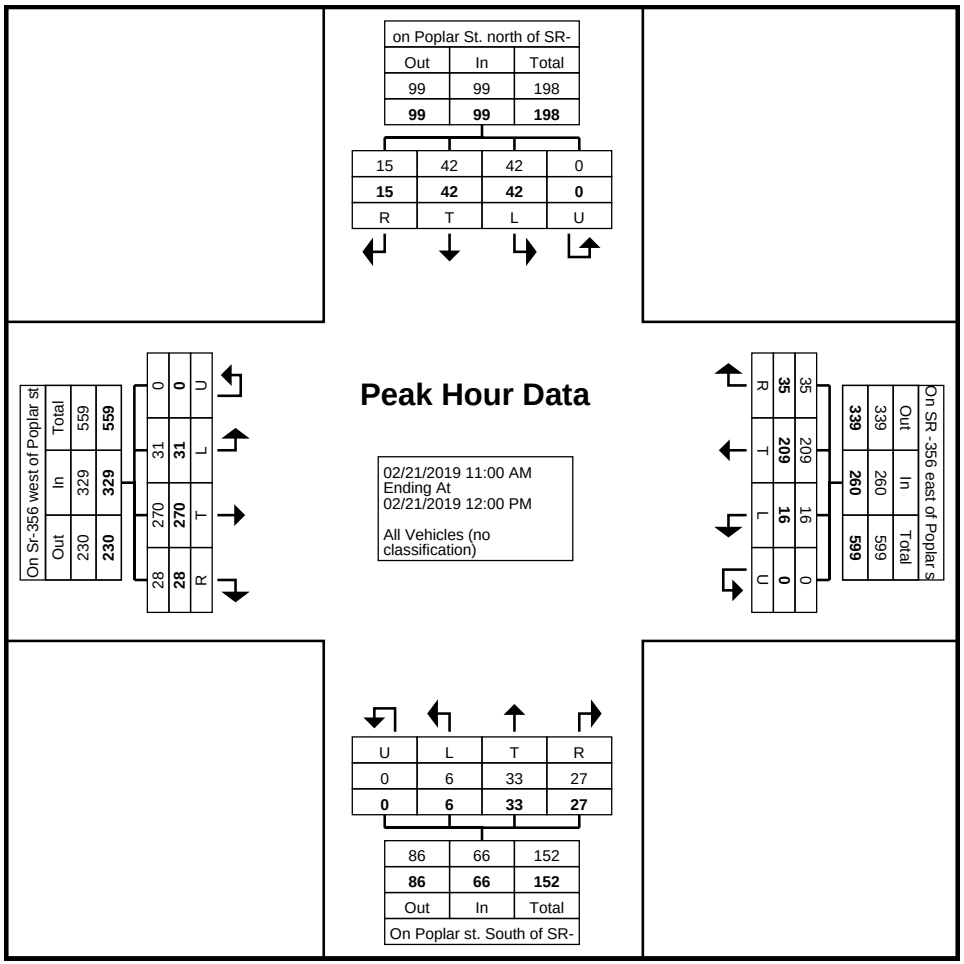
Count Name: SR-356 and Poplar ST in Paris Tn
Site Code: STA 16
Start Date: 02/21/2019

Turning Movement Peak Hour Data (11:00 AM)

Start Time	on Poplar St. north of SR-356 Southbound					On SR -356 east of Poplar st. Westbound					On Poplar st. South of SR-356 Northbound					On Sr-356 west of Poplar st. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	4	12	9	0	25	12	57	4	0	73	8	11	1	0	20	13	64	5	0	82	200
11:15 AM	3	8	8	0	19	5	40	6	0	51	5	13	1	0	19	6	69	9	0	84	173
11:30 AM	4	11	11	0	26	10	51	0	0	61	7	5	3	0	15	5	68	11	0	84	186
11:45 AM	4	11	14	0	29	8	61	6	0	75	7	4	1	0	12	4	69	6	0	79	195
Total	15	42	42	0	99	35	209	16	0	260	27	33	6	0	66	28	270	31	0	329	754
Approach %	15.2	42.4	42.4	0.0	-	13.5	80.4	6.2	0.0	-	40.9	50.0	9.1	0.0	-	8.5	82.1	9.4	0.0	-	-
Total %	2.0	5.6	5.6	0.0	13.1	4.6	27.7	2.1	0.0	34.5	3.6	4.4	0.8	0.0	8.8	3.7	35.8	4.1	0.0	43.6	-
PHF	0.938	0.875	0.750	0.000	0.853	0.729	0.857	0.667	0.000	0.867	0.844	0.635	0.500	0.000	0.825	0.538	0.978	0.705	0.000	0.979	0.943
All Vehicles (no classification)	15	42	42	0	99	35	209	16	0	260	27	33	6	0	66	28	270	31	0	329	754
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

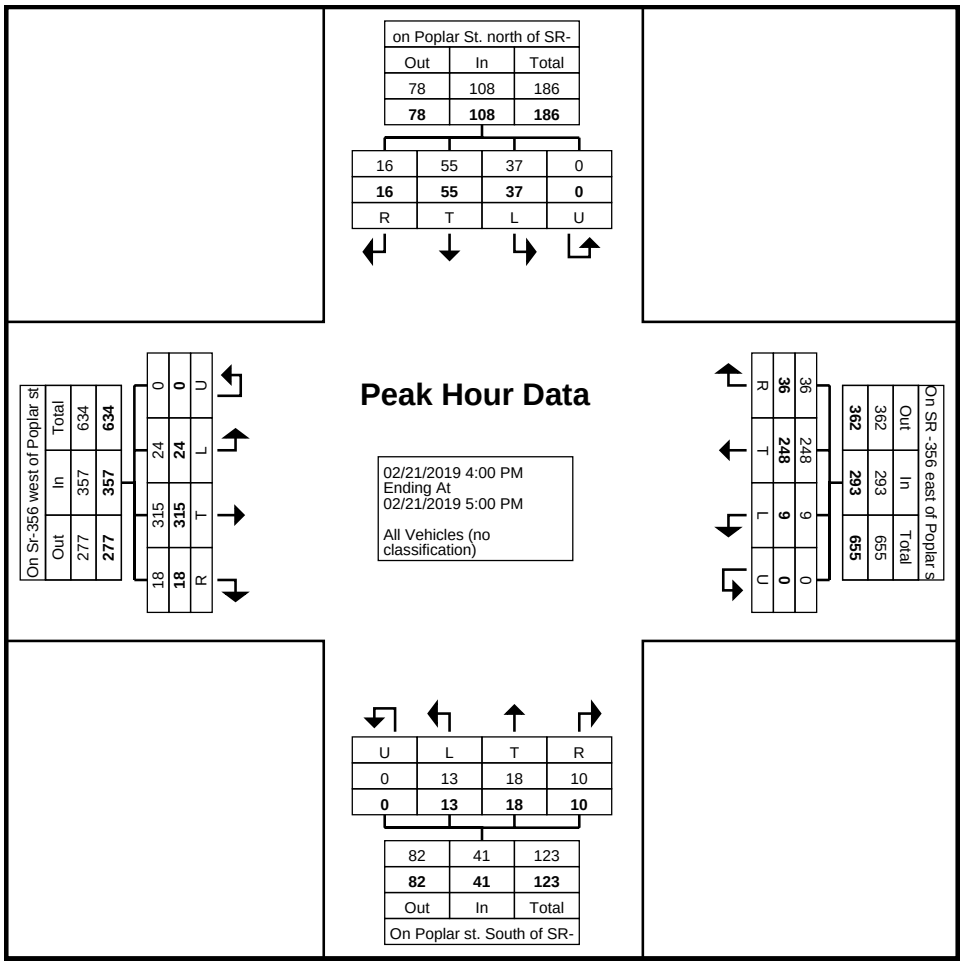
Count Name: SR-356 and Poplar ST in Paris Tn
Site Code: STA 16
Start Date: 02/21/2019

Turning Movement Peak Hour Data (4:00 PM)

Start Time	on Poplar St. north of SR-356 Southbound					On SR -356 east of Poplar st. Westbound					On Poplar st. South of SR-356 Northbound					On Sr-356 west of Poplar st. Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
4:00 PM	7	11	7	0	25	14	69	3	0	86	1	9	3	0	13	6	73	3	0	82	206
4:15 PM	1	6	8	0	15	9	52	4	0	65	4	3	3	0	10	6	85	9	0	100	190
4:30 PM	4	26	13	0	43	10	62	1	0	73	5	4	6	0	15	3	84	6	0	93	224
4:45 PM	4	12	9	0	25	3	65	1	0	69	0	2	1	0	3	3	73	6	0	82	179
Total	16	55	37	0	108	36	248	9	0	293	10	18	13	0	41	18	315	24	0	357	799
Approach %	14.8	50.9	34.3	0.0	-	12.3	84.6	3.1	0.0	-	24.4	43.9	31.7	0.0	-	5.0	88.2	6.7	0.0	-	-
Total %	2.0	6.9	4.6	0.0	13.5	4.5	31.0	1.1	0.0	36.7	1.3	2.3	1.6	0.0	5.1	2.3	39.4	3.0	0.0	44.7	-
PHF	0.571	0.529	0.712	0.000	0.628	0.643	0.899	0.563	0.000	0.852	0.500	0.500	0.542	0.000	0.683	0.750	0.926	0.667	0.000	0.893	0.892
All Vehicles (no classification)	16	55	37	0	108	36	248	9	0	293	10	18	13	0	41	18	315	24	0	357	799
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

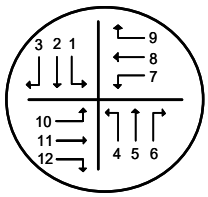
City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (4:00 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

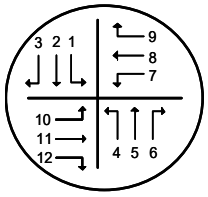


North

INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: SR 356 & Tyson Ave
DATE: 2/20/2019
RECORDER: Zhiwar Rashid
NOTES:

	Southbound			Northbound			Westbound			Eastbound		
LOCATION				Tyson Ave			SR 356			SR 356		
TIME	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
6:00-6:15 AM												
6:15-6:30												
6:30-6:45												
6:45-7:00												
7:00-7:15				3		22	58	38			44	9
7:15-7:30				14		58	67	41			66	15
7:30-7:45				17		65	102	86			79	27
7:45-8:00				25		93	113	68			98	30
8:00-8:15				20		47	59	67			50	19
8:15-8:30				16		43	55	46			44	15
8:30-8:45				24		33	60	48			36	24
8:45-9:00				13		53	57	59			41	33
9:00-9:15												
9:15-9:30												
9:30-9:45												
9:45-10:00												
10:00-10:15												
10:15-10:30												
10:30-10:45												
10:45-11:00												
11:00-11:15				26		62	52	51			67	33
11:15-11:30				41		62	69	62			68	41
11:30-11:45				26		70	59	49			73	50
11:45-12:00 PM				27		89	58	57			69	43
12:00-12:15				31		70	71	56			57	46
12:15-12:30				41		73	62	60			62	44
12:30-12:45				24		73	66	58			63	38
12:45-1:00				30		79	76	60			52	33
1:00-1:15												
1:15-1:30												
1:30-1:45												
1:45-2:00												
2:00-2:15												
2:15-2:30												
2:30-2:45												
2:45-3:00												
3:00-3:15												
3:15-3:30												
3:30-3:45												
3:45-4:00												
4:00-4:15				29		81	64	75			61	37
4:15-4:30				31		89	62	50			95	45
4:30-4:45				23		88	68	68			89	35
4:45-5:00				23		93	54	56			68	36
5:00-5:15				43		101	81	77			113	37
5:15-5:30				27		105	55	50			68	33
5:30-5:45				20		59	54	57			63	30
5:45-6:00				29		67	41	43			47	21
6:00-6:15												
6:15-6:30												
6:30-6:45												
6:45-7:00												
7:00-7:15												
7:15-7:30												
7:30-7:45												
7:45-8:00												
8:00-8:15												
8:15-8:30												
8:30-8:45												
8:45-9:00												
9:00-9:15												
9:15-9:30												
9:30-9:45												
9:45-10:00 PM												
TOTAL				603		1,675	1,563	1,382			1,573	774
AM PK HR												
MID PK HR												
PM PK HR												



North

INTERSECTION TRAFFIC VOLUME COUNTS

LOCATION: SR 69 & Tyson Ave
DATE: 2/20/2019
RECORDER: Zhiwar Rashid
NOTES:

	Southbound			Northbound			Westbound			Eastbound		
LOCATION	**TYSON AVE**			**TYSON AVE**			**VETERANS DR(SR69)**			**VETERANS DR(SR69)**		
TIME	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
6:00-6:15 AM												
6:15-6:30												
6:30-6:45												
6:45-7:00												
7:00-7:15	31	34	13	14	36	25	18	55	26	7	37	13
7:15-7:30	23	38	6	11	69	36	11	64	36	16	47	14
7:30-7:45	69	53	23	9	54	45	41	88	52	13	90	11
7:45-8:00	67	56	22	19	106	64	38	91	67	22	72	13
8:00-8:15	59	42	10	23	48	43	27	95	53	11	50	9
8:15-8:30	40	25	2	16	46	27	23	62	42	10	48	14
8:30-8:45	39	35	6	11	38	30	26	68	44	9	47	15
8:45-9:00	60	24	6	24	47	29	24	60	56	17	54	10
9:00-9:15												
9:15-9:30												
9:30-9:45												
9:45-10:00												
10:00-10:15												
10:15-10:30												
10:30-10:45												
10:45-11:00												
11:00-11:15	84	38	10	8	36	37	33	94	48	13	73	19
11:15-11:30	94	38	4	18	30	35	27	101	57	8	69	17
11:30-11:45	87	35	12	20	34	43	40	91	52	7	107	15
11:45-12:00 PM	91	34	9	13	40	32	29	96	63	5	93	18
12:00-12:15	112	44	8	17	48	53	33	122	77	10	95	12
12:15-12:30	90	37	15	22	53	36	30	127	76	8	94	13
12:30-12:45	86	33	17	12	36	39	47	98	74	10	76	13
12:45-1:00	92	33	13	17	28	22	33	82	84	13	75	14
1:00-1:15												
1:15-1:30												
1:30-1:45												
1:45-2:00												
2:00-2:15												
2:15-2:30												
2:30-2:45												
2:45-3:00												
3:00-3:15												
3:15-3:30												
3:30-3:45												
3:45-4:00												
4:00-4:15	87	54	17	23	44	41	45	86	56	13	99	31
4:15-4:30	83	44	14	17	44	35	39	97	47	12	107	17
4:30-4:45	97	82	14	20	40	41	48	89	49	4	136	16
4:45-5:00	75	47	11	19	40	54	27	92	56	10	103	10
5:00-5:15	92	64	23	12	41	36	67	122	68	10	114	29
5:15-5:30	79	45	12	15	41	25	39	94	64	10	69	12
5:30-5:45	78	27	14	15	41	47	36	95	66	8	72	8
5:45-6:00	70	27	4	8	35	27	33	79	63	7	71	11
6:00-6:15												
6:15-6:30												
6:30-6:45												
6:45-7:00												
7:00-7:15												
7:15-7:30												
7:30-7:45												
7:45-8:00												
8:00-8:15												
8:15-8:30												
8:30-8:45												
8:45-9:00												
9:00-9:15												
9:15-9:30												
9:30-9:45												
9:45-10:00 PM												
TOTAL	1,785	989	285	383	1,075	902	814	2,148	1,376	253	1,898	354
AM PK HR												
MID PK HR												
PM PK HR												

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: Washington ST at Poplar AVE in Paris TN
Site Code: STA-18
Start Date: 02/21/2019

Turning Movement Data

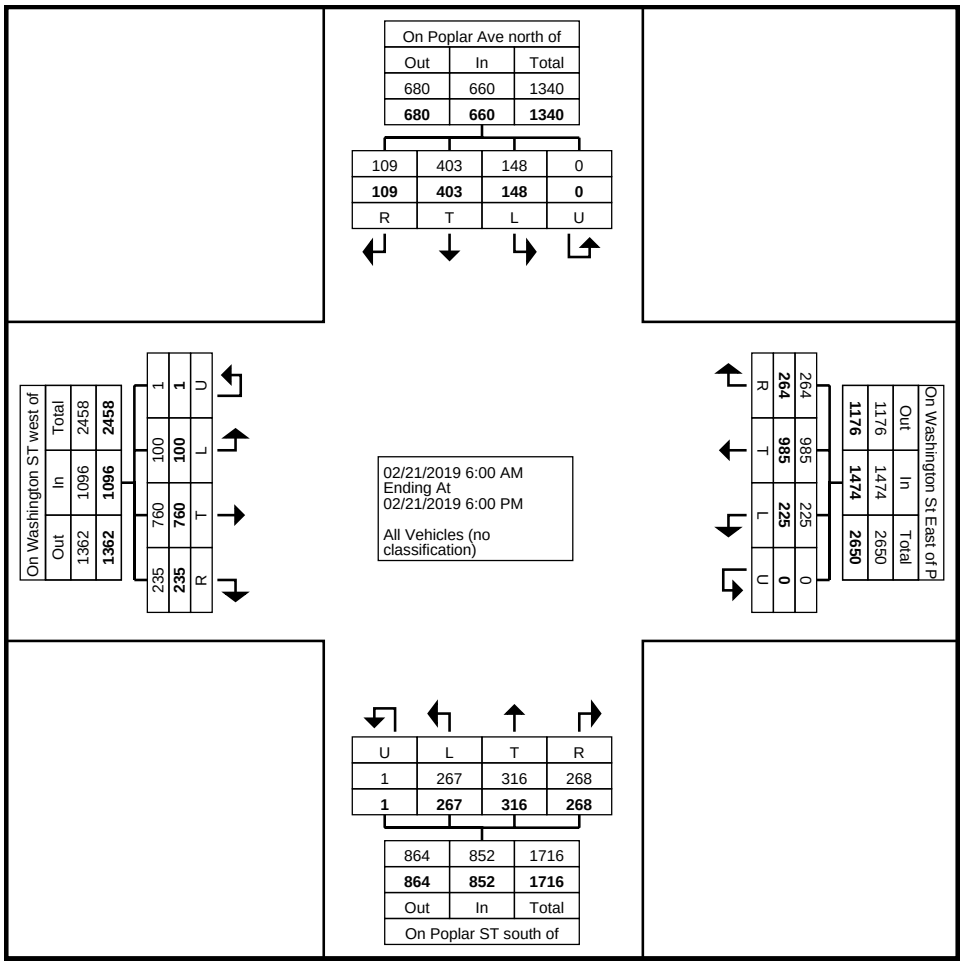
Start Time	On Poplar Ave north of Washington St Southbound					On Washington St East of Poplar Ave. Westbound					On Poplar ST south of Washington ST. Northbound					On Washington ST west of Poplar Ave Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	1	0	0	1	1	3	1	0	5	0	1	1	0	2	0	3	0	0	3	11
6:15 AM	1	4	0	0	5	0	5	0	0	5	1	0	0	0	1	0	4	0	0	4	15
6:30 AM	0	2	1	0	3	0	9	0	0	9	1	3	0	0	4	0	8	2	0	10	26
6:45 AM	1	7	1	0	9	3	10	2	0	15	3	4	0	0	7	0	5	0	0	5	36
Hourly Total	2	14	2	0	18	4	27	3	0	34	5	8	1	0	14	0	20	2	0	22	88
7:00 AM	1	4	0	0	5	2	5	1	0	8	0	1	0	0	1	0	7	1	0	8	22
7:15 AM	1	7	2	0	10	5	18	2	0	25	1	2	3	0	6	0	11	0	0	11	52
7:30 AM	1	9	4	0	14	5	19	3	0	27	6	4	6	0	16	2	15	1	0	18	75
7:45 AM	1	8	2	0	11	2	24	7	0	33	3	10	1	0	14	5	17	3	0	25	83
Hourly Total	4	28	8	0	40	14	66	13	0	93	10	17	10	0	37	7	50	5	0	62	232
8:00 AM	2	4	0	0	6	3	18	5	0	26	2	7	4	0	13	2	10	2	0	14	59
8:15 AM	2	6	6	0	14	8	22	4	0	34	2	5	3	0	10	5	13	0	0	18	76
8:30 AM	3	7	0	0	10	3	19	3	0	25	6	5	4	0	15	5	17	3	0	25	75
8:45 AM	0	6	1	0	7	6	21	4	0	31	1	5	9	0	15	14	11	5	0	30	83
Hourly Total	7	23	7	0	37	20	80	16	0	116	11	22	20	0	53	26	51	10	0	87	293
9:00 AM	3	9	1	0	13	7	18	6	0	31	6	4	6	0	16	6	13	3	0	22	82
9:15 AM	1	6	2	0	9	4	19	5	0	28	10	5	1	0	16	5	10	4	0	19	72
9:30 AM	2	7	7	0	16	4	19	3	0	26	9	5	7	0	21	4	13	1	0	18	81
9:45 AM	0	5	2	0	7	4	15	2	0	21	7	2	7	0	16	10	18	0	0	28	72
Hourly Total	6	27	12	0	45	19	71	16	0	106	32	16	21	0	69	25	54	8	0	87	307
10:00 AM	1	6	4	0	11	6	18	3	0	27	11	7	7	0	25	2	13	4	0	19	82
10:15 AM	3	9	6	0	18	4	19	6	0	29	8	7	4	0	19	9	10	1	0	20	86
10:30 AM	3	12	5	0	20	9	22	7	0	38	7	6	7	0	20	4	17	6	0	27	105
10:45 AM	6	5	5	0	16	7	23	2	0	32	10	7	7	0	24	7	21	1	0	29	101
Hourly Total	13	32	20	0	65	26	82	18	0	126	36	27	25	0	88	22	61	12	0	95	374
11:00 AM	3	7	5	0	15	4	22	8	0	34	15	9	6	0	30	8	11	2	0	21	100
11:15 AM	1	11	7	0	19	7	25	5	0	37	6	8	4	0	18	6	13	4	0	23	97
11:30 AM	2	6	7	0	15	15	21	8	0	44	10	6	9	0	25	13	22	3	0	38	122
11:45 AM	7	12	5	0	24	4	33	11	0	48	11	4	8	0	23	8	21	2	0	31	126
Hourly Total	13	36	24	0	73	30	101	32	0	163	42	27	27	0	96	35	67	11	0	113	445
12:00 PM	4	16	9	0	29	5	26	5	0	36	3	8	7	0	18	9	32	3	0	44	127
12:15 PM	3	4	1	0	8	8	20	9	0	37	9	9	8	0	26	5	18	2	0	25	96
12:30 PM	1	6	3	0	10	7	31	3	0	41	7	7	10	0	24	4	21	2	1	28	103
12:45 PM	4	14	6	0	24	7	28	10	0	45	9	7	8	0	24	8	14	3	0	25	118
Hourly Total	12	40	19	0	71	27	105	27	0	159	28	31	33	0	92	26	85	10	1	122	444
1:00 PM	4	11	3	0	18	8	23	6	0	37	11	8	5	0	24	10	34	1	0	45	124
1:15 PM	2	9	1	0	12	3	14	3	0	20	5	7	8	0	20	8	24	2	0	34	86
1:30 PM	3	14	2	0	19	7	29	1	0	37	5	5	5	0	15	2	17	1	0	20	91
1:45 PM	1	7	1	0	9	7	29	10	0	46	11	8	4	1	24	4	11	2	0	17	96
Hourly Total	10	41	7	0	58	25	95	20	0	140	32	28	22	1	83	24	86	6	0	116	397
2:00 PM	6	6	6	0	18	8	25	7	0	40	4	13	9	0	26	5	19	0	0	24	108

2:15 PM	3	5	4	0	12	6	19	11	0	36	10	8	7	0	25	3	9	3	0	15	88
2:30 PM	2	9	2	0	13	6	14	3	0	23	5	3	7	0	15	7	10	6	0	23	74
2:45 PM	1	4	2	0	7	6	15	5	0	26	4	12	9	0	25	8	16	3	0	27	85
Hourly Total	12	24	14	0	50	26	73	26	0	125	23	36	32	0	91	23	54	12	0	89	355
3:00 PM	0	8	4	0	12	4	30	6	0	40	6	8	9	0	23	6	14	3	0	23	98
3:15 PM	1	8	4	0	13	12	33	6	0	51	7	9	9	0	25	4	23	1	0	28	117
3:30 PM	1	7	3	0	11	9	33	3	0	45	7	7	6	0	20	12	28	3	0	43	119
3:45 PM	2	8	3	0	13	7	27	9	0	43	8	8	7	0	23	3	23	6	0	32	111
Hourly Total	4	31	14	0	49	32	123	24	0	179	28	32	31	0	91	25	88	13	0	126	445
4:00 PM	4	14	2	0	20	8	27	6	0	41	6	12	12	0	30	2	25	0	0	27	118
4:15 PM	5	7	3	0	15	8	24	6	0	38	2	14	6	0	22	3	21	5	0	29	104
4:30 PM	4	25	4	0	33	5	23	6	0	34	5	13	5	0	23	2	32	4	0	38	128
4:45 PM	2	18	2	0	22	4	20	4	0	28	2	7	3	0	12	4	17	0	0	21	83
Hourly Total	15	64	11	0	90	25	94	22	0	141	15	46	26	0	87	11	95	9	0	115	433
5:00 PM	5	14	3	0	22	9	23	0	0	32	2	6	3	0	11	6	15	0	0	21	86
5:15 PM	3	7	5	0	15	2	16	3	0	21	1	4	5	0	10	2	13	2	0	17	63
5:30 PM	3	11	2	0	16	4	17	2	0	23	2	7	6	0	15	2	12	0	0	14	68
5:45 PM	0	11	0	0	11	1	12	3	0	16	1	9	5	0	15	1	9	0	0	10	52
Hourly Total	11	43	10	0	64	16	68	8	0	92	6	26	19	0	51	11	49	2	0	62	269
Grand Total	109	403	148	0	660	264	985	225	0	1474	268	316	267	1	852	235	760	100	1	1096	4082
Approach %	16.5	61.1	22.4	0.0	-	17.9	66.8	15.3	0.0	-	31.5	37.1	31.3	0.1	-	21.4	69.3	9.1	0.1	-	-
Total %	2.7	9.9	3.6	0.0	16.2	6.5	24.1	5.5	0.0	36.1	6.6	7.7	6.5	0.0	20.9	5.8	18.6	2.4	0.0	26.8	-
All Vehicles (no classification)	109	403	148	0	660	264	985	225	0	1474	268	316	267	1	852	235	760	100	1	1096	4082
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: Washington ST at Poplar AVE in Paris TN
Site Code: STA-18
Start Date: 02/21/2019



Turning Movement Data Plot

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

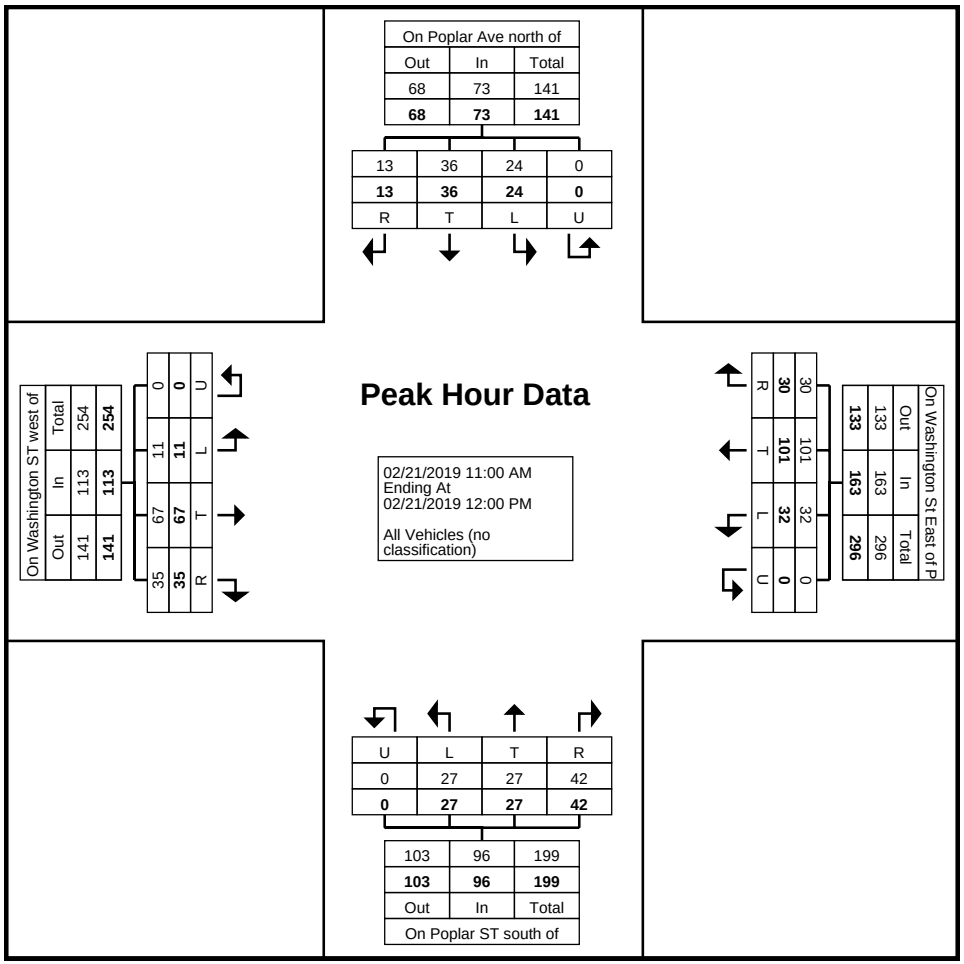
Count Name: Washington ST at Poplar AVE in Paris TN
Site Code: STA-18
Start Date: 02/21/2019

Turning Movement Peak Hour Data (11:00 AM)

Start Time	On Poplar Ave north of Washington St Southbound					On Washington St East of Poplar Ave. Westbound					On Poplar ST south of Washington ST. Northbound					On Washington ST west of Poplar Ave Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	3	7	5	0	15	4	22	8	0	34	15	9	6	0	30	8	11	2	0	21	100
11:15 AM	1	11	7	0	19	7	25	5	0	37	6	8	4	0	18	6	13	4	0	23	97
11:30 AM	2	6	7	0	15	15	21	8	0	44	10	6	9	0	25	13	22	3	0	38	122
11:45 AM	7	12	5	0	24	4	33	11	0	48	11	4	8	0	23	8	21	2	0	31	126
Total	13	36	24	0	73	30	101	32	0	163	42	27	27	0	96	35	67	11	0	113	445
Approach %	17.8	49.3	32.9	0.0	-	18.4	62.0	19.6	0.0	-	43.8	28.1	28.1	0.0	-	31.0	59.3	9.7	0.0	-	-
Total %	2.9	8.1	5.4	0.0	16.4	6.7	22.7	7.2	0.0	36.6	9.4	6.1	6.1	0.0	21.6	7.9	15.1	2.5	0.0	25.4	-
PHF	0.464	0.750	0.857	0.000	0.760	0.500	0.765	0.727	0.000	0.849	0.700	0.750	0.750	0.000	0.800	0.673	0.761	0.688	0.000	0.743	0.883
All Vehicles (no classification)	13	36	24	0	73	30	101	32	0	163	42	27	27	0	96	35	67	11	0	113	445
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (11:00 AM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

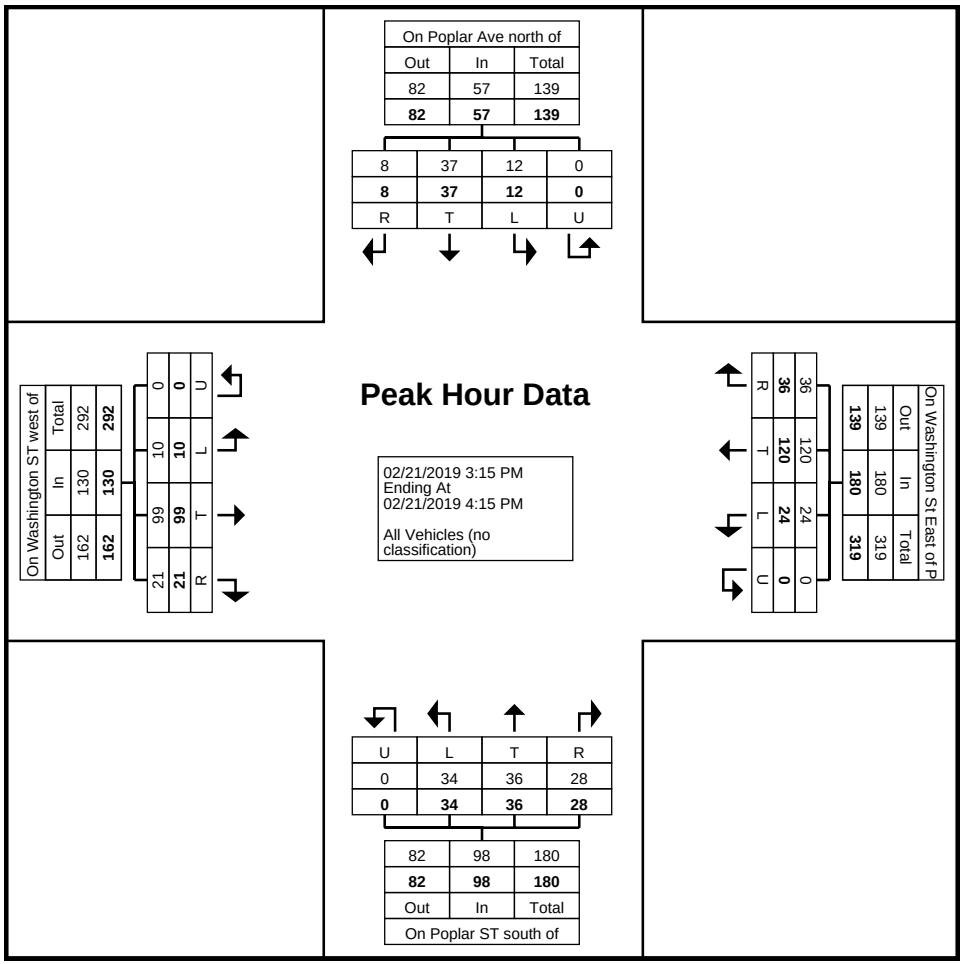
Count Name: Washington ST at Poplar AVE in Paris TN
Site Code: STA-18
Start Date: 02/21/2019

Turning Movement Peak Hour Data (3:15 PM)

Start Time	On Poplar Ave north of Washington St Southbound					On Washington St East of Poplar Ave. Westbound					On Poplar ST south of Washington ST. Northbound					On Washington ST west of Poplar Ave Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
3:15 PM	1	8	4	0	13	12	33	6	0	51	7	9	9	0	25	4	23	1	0	28	117
3:30 PM	1	7	3	0	11	9	33	3	0	45	7	7	6	0	20	12	28	3	0	43	119
3:45 PM	2	8	3	0	13	7	27	9	0	43	8	8	7	0	23	3	23	6	0	32	111
4:00 PM	4	14	2	0	20	8	27	6	0	41	6	12	12	0	30	2	25	0	0	27	118
Total	8	37	12	0	57	36	120	24	0	180	28	36	34	0	98	21	99	10	0	130	465
Approach %	14.0	64.9	21.1	0.0	-	20.0	66.7	13.3	0.0	-	28.6	36.7	34.7	0.0	-	16.2	76.2	7.7	0.0	-	-
Total %	1.7	8.0	2.6	0.0	12.3	7.7	25.8	5.2	0.0	38.7	6.0	7.7	7.3	0.0	21.1	4.5	21.3	2.2	0.0	28.0	-
PHF	0.500	0.661	0.750	0.000	0.713	0.750	0.909	0.667	0.000	0.882	0.875	0.750	0.708	0.000	0.817	0.438	0.884	0.417	0.000	0.756	0.977
All Vehicles (no classification)	8	37	12	0	57	36	120	24	0	180	28	36	34	0	98	21	99	10	0	130	465
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov



Turning Movement Peak Hour Data Plot (3:15 PM)

State Of Tennessee (TDOT)
Address

City, Tennessee, United States 12345
Phone karen.watts@tn.gov

Count Name: Washington ST at Poplar AVE in Paris TN
Site Code: STA-18
Start Date: 02/21/2019

COVERAGE COUNT DATA WITH 24 HOUR TOTALS

Station Number:	000057	**County:**	40 Henry
Start Date:	07 / 30 / 2018	**End Date:**	07 / 31 / 2018
Start Time:	11 : 00	**End Time:**	11 : 00
Direction:	0 (Coverage)		

Time	
11:00 - 12:00	1,292
12:00 - 13:00	1,444
13:00 - 14:00	1,471
14:00 - 15:00	1,233
15:00 - 16:00	1,336
16:00 - 17:00	1,217
17:00 - 18:00	1,161
18:00 - 19:00	848
19:00 - 20:00	633
20:00 - 21:00	584
21:00 - 22:00	334
22:00 - 23:00	213
23:00 - 24:00	123
24:00 - 01:00	60
01:00 - 02:00	36
02:00 - 03:00	36
03:00 - 04:00	67
04:00 - 05:00	162
05:00 - 06:00	279
06:00 - 07:00	578
07:00 - 08:00	987
08:00 - 09:00	1,011
09:00 - 10:00	983
10:00 - 11:00	1,101

Total: 17,189x Variation Factor: 0.98 = 16,845 x Truck Factor: 0.93 = AADT: 15,666.0

Peak AM	**Peak Total**	**Peak Hour Factor**	**Peak PM**	**Peak Total**	**Peak Hour Factor**
11:45 - 12:45	1423	0.97	12:45 - 13:45	1510	0.91

Peak AM %	**Dir Dist AM %**	**Peak PM %**	**Dir Dist PM %**	**Daily Peak %**	**Daily Dir Dist %**
8	65	9	65	9	65

COVERAGE COUNT DATA WITH 24 HOUR TOTALS

Station Number: 000088 **County:** 40 Henry
Start Date: 08 / 07 / 2018 **End Date:** 08 / 08 / 2018
Start Time: 05 : 00 **End Time:** 05 : 00
Direction: 0 (Coverage)

Time	
05:00 - 06:00	150
06:00 - 07:00	316
07:00 - 08:00	705
08:00 - 09:00	517
09:00 - 10:00	549
10:00 - 11:00	569
11:00 - 12:00	647
12:00 - 13:00	658
13:00 - 14:00	697
14:00 - 15:00	670
15:00 - 16:00	806
16:00 - 17:00	714
17:00 - 18:00	655
18:00 - 19:00	386
19:00 - 20:00	305
20:00 - 21:00	212
21:00 - 22:00	132
22:00 - 23:00	88
23:00 - 24:00	53
24:00 - 01:00	33
01:00 - 02:00	25
02:00 - 03:00	18
03:00 - 04:00	24
04:00 - 05:00	67

Total: 8,996x Variation Factor: 0.95 = 8,546 x Truck Factor: 0.98 = AADT: 8,375.28

Peak AM	Peak Total	Peak Hour Factor	Peak PM	Peak Total	Peak Hour Factor
07:15 - 08:15	707	0.87	15:15 - 16:15	814	0.93

Peak AM %	Dir Dist AM %	Peak PM %	Dir Dist PM %	Daily Peak %	Daily Dir Dist %
8	65	9	65	9	65

COVERAGE COUNT DATA WITH 24 HOUR TOTALS

Station Number:	000106	**County:**	40 Henry
Start Date:	07 / 31 / 2018	**End Date:**	08 / 01 / 2018
Start Time:	07 : 00	**End Time:**	07 : 00
Direction:	0 (Coverage)		

Time	
07:00 - 08:00	125
08:00 - 09:00	125
09:00 - 10:00	108
10:00 - 11:00	106
11:00 - 12:00	143
12:00 - 13:00	177
13:00 - 14:00	135
14:00 - 15:00	164
15:00 - 16:00	165
16:00 - 17:00	160
17:00 - 18:00	189
18:00 - 19:00	102
19:00 - 20:00	121
20:00 - 21:00	100
21:00 - 22:00	38
22:00 - 23:00	18
23:00 - 24:00	17
24:00 - 01:00	8
01:00 - 02:00	4
02:00 - 03:00	1
03:00 - 04:00	3
04:00 - 05:00	4
05:00 - 06:00	29
06:00 - 07:00	62

Total: 2,104x Variation Factor: 0.95 = 1,999 x Truck Factor: 0.99 = AADT: 1,978.81

Peak AM	**Peak Total**	**Peak Hour Factor**	**Peak PM**	**Peak Total**	**Peak Hour Factor**
11:30 - 12:30	179	0.84	16:45 - 17:45	205	0.83

Peak AM %	**Dir Dist AM %**	**Peak PM %**	**Dir Dist PM %**	**Daily Peak %**	**Daily Dir Dist %**
9	65	10	65	10	65

COVERAGE COUNT DATA WITH 24 HOUR TOTALS

Station Number: 000090 **County:** 40 Henry
Start Date: 08 / 01 / 2018 **End Date:** 08 / 02 / 2018
Start Time: 06 : 00 **End Time:** 06 : 00
Direction: 6 (Coverage)

Time	
06:00 - 07:00	413
07:00 - 08:00	699
08:00 - 09:00	725
09:00 - 10:00	823
10:00 - 11:00	865
11:00 - 12:00	997
12:00 - 13:00	1,043
13:00 - 14:00	957
14:00 - 15:00	919
15:00 - 16:00	955
16:00 - 17:00	1,076
17:00 - 18:00	856
18:00 - 19:00	633
19:00 - 20:00	493
20:00 - 21:00	477
21:00 - 22:00	301
22:00 - 23:00	177
23:00 - 24:00	124
24:00 - 01:00	88
01:00 - 02:00	85
02:00 - 03:00	53
03:00 - 04:00	55
04:00 - 05:00	116
05:00 - 06:00	257

Total: 13,187x Variation Factor: 0.93 = 12,264 x Truck Factor: 0.93 = AADT: 11,405.4

Peak AM	Peak Total	Peak Hour Factor	Peak PM	Peak Total	Peak Hour Factor
11:15 - 12:15	1035	0.91	16:15 - 17:15	1103	0.95

Peak AM %	Dir Dist AM %	Peak PM %	Dir Dist PM %	Daily Peak %	Daily Dir Dist %
8	52	8	52	8	52

COVERAGE COUNT DATA WITH 24 HOUR TOTALS

Station Number: 000090 **County:** 40 Henry
Start Date: 08 / 01 / 2018 **End Date:** 08 / 02 / 2018
Start Time: 06 : 00 **End Time:** 06 : 00
Direction: 1 (Coverage)

Time	
06:00 - 07:00	180
07:00 - 08:00	324
08:00 - 09:00	372
09:00 - 10:00	414
10:00 - 11:00	425
11:00 - 12:00	458
12:00 - 13:00	536
13:00 - 14:00	483
14:00 - 15:00	504
15:00 - 16:00	463
16:00 - 17:00	510
17:00 - 18:00	441
18:00 - 19:00	321
19:00 - 20:00	263
20:00 - 21:00	258
21:00 - 22:00	182
22:00 - 23:00	98
23:00 - 24:00	70
24:00 - 01:00	45
01:00 - 02:00	43
02:00 - 03:00	29
03:00 - 04:00	30
04:00 - 05:00	58
05:00 - 06:00	140

Total: 6,647

Peak AM	Peak Total	Peak Hour Factor	Peak PM	Peak Total	Peak Hour Factor
11:15 - 12:15	1035	0.91	16:15 - 17:15	1103	0.95

Peak AM %	Dir Dist AM %	Peak PM %	Dir Dist PM %	Daily Peak %	Daily Dir Dist %
8	52	8	52	8	52

COVERAGE COUNT DATA WITH 24 HOUR TOTALS

Station Number: 000090 **County:** 40 Henry
Start Date: 08 / 01 / 2018 **End Date:** 08 / 02 / 2018
Start Time: 06 : 00 **End Time:** 06 : 00
Direction: 2 (Coverage)

Time	
06:00 - 07:00	233
07:00 - 08:00	375
08:00 - 09:00	353
09:00 - 10:00	409
10:00 - 11:00	440
11:00 - 12:00	539
12:00 - 13:00	507
13:00 - 14:00	474
14:00 - 15:00	415
15:00 - 16:00	492
16:00 - 17:00	566
17:00 - 18:00	415
18:00 - 19:00	312
19:00 - 20:00	230
20:00 - 21:00	219
21:00 - 22:00	119
22:00 - 23:00	79
23:00 - 24:00	54
24:00 - 01:00	43
01:00 - 02:00	42
02:00 - 03:00	24
03:00 - 04:00	25
04:00 - 05:00	58
05:00 - 06:00	117
Total:	6,540

Peak AM	Peak Total	Peak Hour Factor	Peak PM	Peak Total	Peak Hour Factor
11:15 - 12:15	1035	0.91	16:15 - 17:15	1103	0.95

Peak AM %	Dir Dist AM %	Peak PM %	Dir Dist PM %	Daily Peak %	Daily Dir Dist %
8	52	8	52	8	52

COVERAGE COUNT DATA WITH 24 HOUR TOTALS

Station Number: 000056 **County:** 40 Henry
Start Date: 07 / 31 / 2018 **End Date:** 08 / 01 / 2018
Start Time: 08 : 00 **End Time:** 08 : 00
Direction: 0 (Coverage)

Time	
08:00 - 09:00	723
09:00 - 10:00	717
10:00 - 11:00	764
11:00 - 12:00	872
12:00 - 13:00	939
13:00 - 14:00	908
14:00 - 15:00	933
15:00 - 16:00	995
16:00 - 17:00	975
17:00 - 18:00	964
18:00 - 19:00	696
19:00 - 20:00	601
20:00 - 21:00	395
21:00 - 22:00	267
22:00 - 23:00	178
23:00 - 24:00	118
24:00 - 01:00	97
01:00 - 02:00	47
02:00 - 03:00	39
03:00 - 04:00	48
04:00 - 05:00	77
05:00 - 06:00	209
06:00 - 07:00	422
07:00 - 08:00	763

Total: 12,747x Variation Factor: 0.95 = 12,110 x Truck Factor: 0.90 = AADT: 10,898.6

Peak AM	**Peak Total**	**Peak Hour Factor**	**Peak PM**	**Peak Total**	**Peak Hour Factor**
11:30 - 12:30	919	0.95	16:30 - 17:30	1061	0.93

Peak AM %	**Dir Dist AM %**	**Peak PM %**	**Dir Dist PM %**	**Daily Peak %**	**Daily Dir Dist %**
7	65	8	65	8	65

COVERAGE COUNT DATA WITH 24 HOUR TOTALS

Station Number:	000055	**County:**	40 Henry
Start Date:	07 / 31 / 2018	**End Date:**	08 / 01 / 2018
Start Time:	10 : 00	**End Time:**	10 : 00
Direction:	0 (Coverage)		

Time	
10:00 - 11:00	1,331
11:00 - 12:00	1,795
12:00 - 13:00	1,943
13:00 - 14:00	1,771
14:00 - 15:00	1,685
15:00 - 16:00	1,793
16:00 - 17:00	1,698
17:00 - 18:00	1,698
18:00 - 19:00	1,280
19:00 - 20:00	1,091
20:00 - 21:00	794
21:00 - 22:00	515
22:00 - 23:00	302
23:00 - 24:00	156
24:00 - 01:00	159
01:00 - 02:00	71
02:00 - 03:00	68
03:00 - 04:00	78
04:00 - 05:00	109
05:00 - 06:00	261
06:00 - 07:00	512
07:00 - 08:00	977
08:00 - 09:00	1,065
09:00 - 10:00	1,367

Total: 22,519x Variation Factor: 0.95 = 21,393 x Truck Factor: 0.95 = AADT: 20,323.4

Peak AM	**Peak Total**	**Peak Hour Factor**	**Peak PM**	**Peak Total**	**Peak Hour Factor**
11:45 - 12:45	1962	0.91	12:00 - 13:00	1943	0.90

Peak AM %	**Dir Dist AM %**	**Peak PM %**	**Dir Dist PM %**	**Daily Peak %**	**Daily Dir Dist %**
9	65	9	65	9	65

COVERAGE COUNT DATA WITH 24 HOUR TOTALS

Station Number:	000155	**County:**	40 Henry
Start Date:	07 / 31 / 2018	**End Date:**	08 / 01 / 2018
Start Time:	08 : 00	**End Time:**	08 : 00
Direction:	0 (Coverage)		

Time	
08:00 - 09:00	416
09:00 - 10:00	520
10:00 - 11:00	603
11:00 - 12:00	747
12:00 - 13:00	832
13:00 - 14:00	765
14:00 - 15:00	706
15:00 - 16:00	793
16:00 - 17:00	857
17:00 - 18:00	840
18:00 - 19:00	714
19:00 - 20:00	698
20:00 - 21:00	325
21:00 - 22:00	202
22:00 - 23:00	67
23:00 - 24:00	61
24:00 - 01:00	25
01:00 - 02:00	13
02:00 - 03:00	10
03:00 - 04:00	15
04:00 - 05:00	31
05:00 - 06:00	77
06:00 - 07:00	151
07:00 - 08:00	441

Total: 9,909x Variation Factor: 0.95 = 9,414 x Truck Factor: 0.99 = AADT: 9,319.41

Peak AM	**Peak Total**	**Peak Hour Factor**	**Peak PM**	**Peak Total**	**Peak Hour Factor**
11:30 - 12:30	844	0.91	16:30 - 17:30	898	0.89

Peak AM %	**Dir Dist AM %**	**Peak PM %**	**Dir Dist PM %**	**Daily Peak %**	**Daily Dir Dist %**
9	65	9	65	9	65

TSM&O
PARIS, TENNESSEE

Appendix B:
FIELD INVENTORY

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

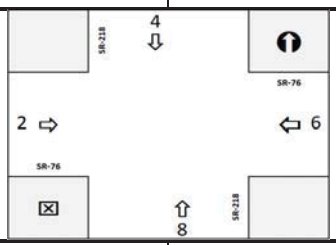
TN TDOT
Department of
Transportation

Field Inventory

ID Number:

Intersection: **SR-76 (US-79) (Austin Peay Memorial Hwy.)/SR-218 (Paris By-Pass)**

Aerial Image	Distance to Pushbuttons
	

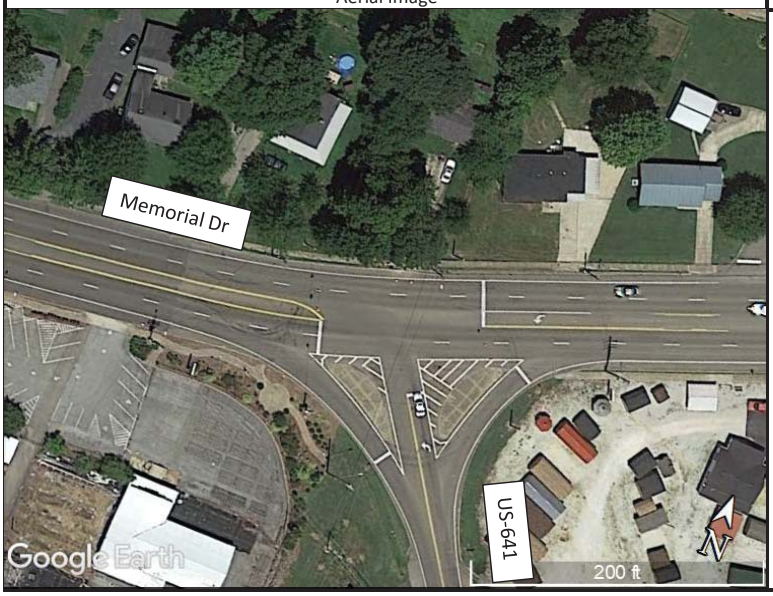
	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	SR-218	SR-218	SR-76	SR-76
	Speed Limits (mph)	40	40	50	50
	Lane Assignments	L-TR	L-TR	L-T-TR	L-T-TR
	Lane Widths (ft)	12-12	12-12	12-12-12	12-12-12
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+1.00	-0.50	-0.50	+0.50
	Storage Bay Length	170'	75'	TWLTL	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	8	4	2	6
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		135'	135'	120'	120'
Signal Phasing					
Notes					

Field Inventory Date: 2/14/2019

Field Inventory

ID Number:

Intersection: **SR-69 (US-641) / SR-69A (Memorial Dr)**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	US 641	n/a	Memorial Dr	Memorial Dr
	Speed Limits (mph)	40	n/a	40	40
	Lane Assignments	L-R	n/a	T-TR	L-T-T
	Lane Widths (ft)	11-14	n/a	12-12-13	12-12-12
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+1.50	n/a	+1.00	-1.00
	Storage Bay Length	CONT.	n/a	CONT.	TWLTL
	Right Turn on Red	Y	n/a	Y	N
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	n/a	3-130	1-150A2L, 1-130
	Vehicle detection (Phase)	4	n/a	2	1,2
	Pedestrian Heads	N	n/a	N	N
	Ped Push Buttons	N	n/a	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		78'	n/a	115'	107'
Signal Phasing					
Notes					

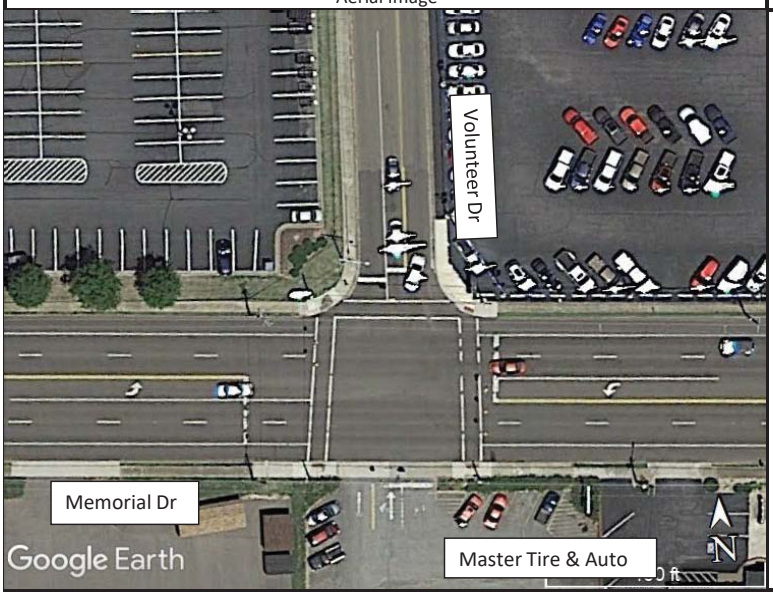
Field Inventory Date: 2/14/2019

Field Inventory

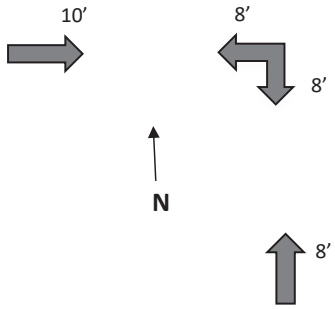
ID Number:

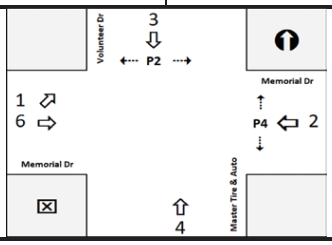
Intersection: **SR-69 (US-641) Memorial Dr / Volunteer Dr**

Aerial Image



Distance to Pushbuttons



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Master Tire & Auto	Volunteer Dr	Mremorial Dr	Memorial Dr
	Speed Limits (mph)	25	40	40	40
	Lane Assignments	LT-R	L-TR	L-T-TR	L-T-TR
	Lane Widths (ft)	12-12	12-12	12-12-12	12-12-12
	Crosswalk width (ft)	68'	70'	n/a	63'
	Distance from Ped Push button to curb	n/a	See diagram	n/a	See diagram
	Approach Grade (%)	+2.00	+0.50	-1.00	0.00
	Storage Bay Length	30'	TWLTL	TWLTL	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	1-150A2L,1-130	1-150A2L,2-130	2-130
	Vehicle detection (Phase)	4	3	1,6	2
	Pedestrian Heads	Y	N	N	Y
	Ped Push Buttons	Y	N	N	Y
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		100'	92'	112'	85'
Signal Phasing					
Notes		Split Phase for 3 & 4			

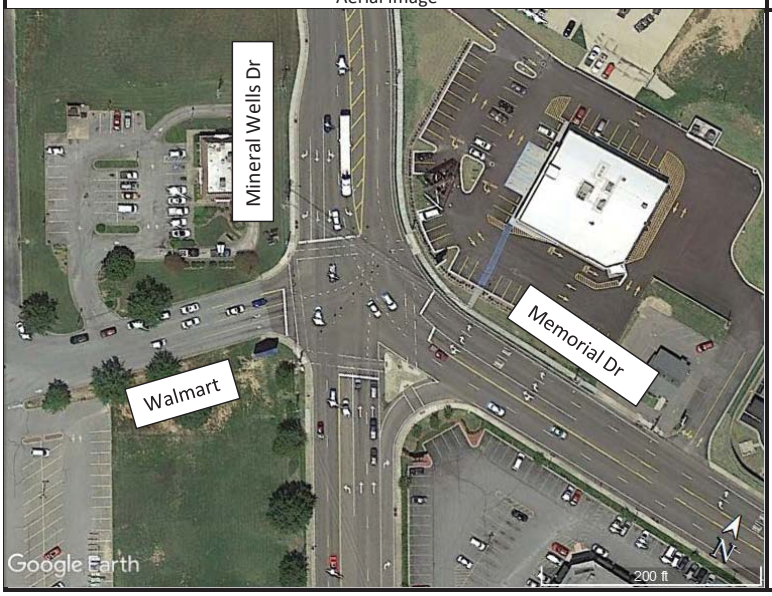
Field Inventory Date: 2/14/2019

Field Inventory

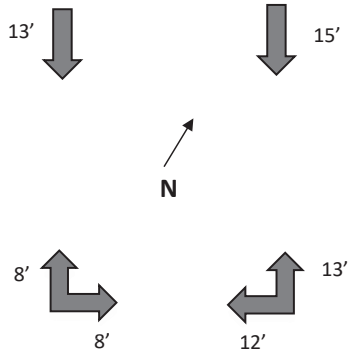
ID Number:

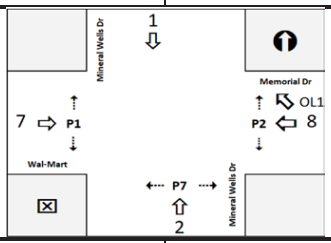
Intersection: **SR-69 (US-641) Memorial Dr/ SR-77 (Mineral Wells Dr)**

Aerial Image



Distance to Pushbuttons



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Mineral Wells Dr	Mineral Wells Dr	Walmart	Memorial Dr
	Speed Limits (mph)	40	40	35	40
	Lane Assignments	L-T-T-R	L-LT-T-R	L-L-TR	LT-R-R
	Lane Widths (ft)	12-12-12-14	12-12-12-12	12-12-12	12-13-13
	Crosswalk width (ft)	108	89	75	109
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	+1.50	-2.00	+1.50	+0.50
	Storage Bay Length	TWLTL, R=330'	L=115', R=95'	L=125'	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-140A1L,1-130	1-130A2L,140A1L, 1-130	1-130A2L,1-140A1L, 1-130	1-140A1L,1-130, 2-130A2R
	Vehicle detection (Phase)	1	2	7	8, OL 1
	Pedestrian Heads	Y	Y	Y	N
	Ped Push Buttons	Y	Y	Y	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		130'	120'	130'	125'
Signal Phasing					
Notes			Ped Heads Not Unifrom, split phase everywere, no push button for c/w		

Field Inventory Date: 2/14/2019

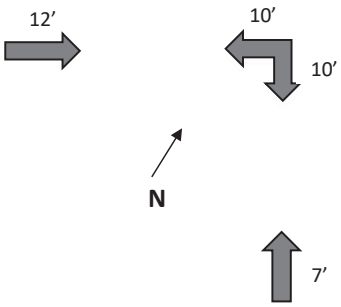
Field Inventory

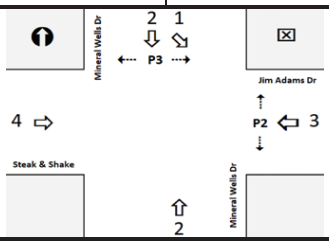
ID Number:

Intersection: **SR-69 (US-641) Mineral Wells Dr / Jim Adams Dr**

Aerial Image

Distance to Pushbuttons



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Mineral Wells Dr	Mineral Wells Dr	Steak & Shake	Jim Adams Dr
	Speed Limits (mph)	35	35	25	40
	Lane Assignments	L-T-TR	L-T-TR	L-TR	L-L-TR
	Lane Widths (ft)	12-12-12	12-12-12	12-12	11-12-12
	Crosswalk width (ft)	70	n/a	n/a	81
	Distance from Ped Push button to curb	n/a	See diagram	n/a	See diagram
	Approach Grade (%)	-0.50	-1.00	-1.50	-0.50
	Storage Bay Length	TWLTL	TWLTL	L=25'	TWLTL, L=70'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	1-150A2L,1-130	1-140A1L,1-130	1-130, 1-140A1L
	Vehicle detection (Phase)	2	1,2	4	3
	Pedestrian Heads	Y	N	N	N
	Ped Push Buttons	Y	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		110'	110'	100'	100'
Signal Phasing					
Notes			Pedestrian Heads not uniform	Split Phase	

Field Inventory Date: 2/14/2019

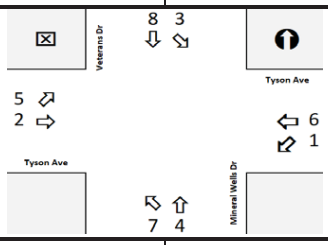
Field Inventory

ID Number:

Intersection: **SR-69 (US-641) Mineral Wells Dr / SR-76 (US-79) Tyson Ave**

Aerial Image

Distance to Pushbuttons

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Mineral Wells Dr	Veterans Dr	Tyson Ave	Tyson Ave
	Speed Limits (mph)	40	40	40	40
	Lane Assignments	L-T-T-R	L-T-T-R	L-T-T-R	L-L-T-T-R
	Lane Widths (ft)	12-12-12-14	12-12-12-13	12-12-12-13	12-12-12-14
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+4.00	+1.00	-2.00	-0.50
	Storage Bay Length	TWLTL, R=60'	L=55', R=100'	TWLTL, R=55'	TWLTL, L=135', R=60'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,2-130	1-150A2L,2-130	1-150A2L,2-130	1-150A2L,2-130
	Vehicle detection (Phase)	4,7	8,3	2,5	6,1
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		115'	105'	95'	95'
Signal Phasing					
Notes					Protected only: left turn phase 1.

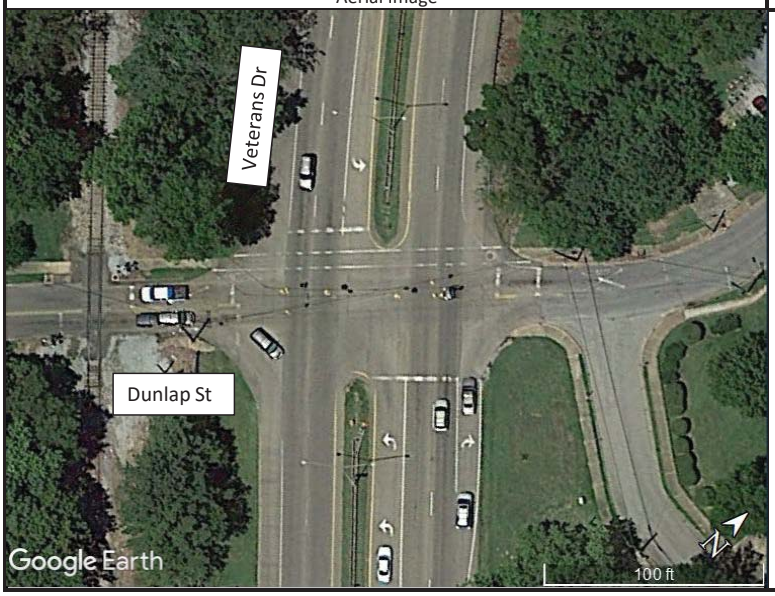
Field Inventory Date: 2/14/2019

Field Inventory

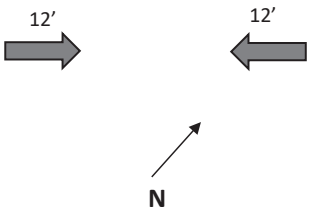
ID Number:

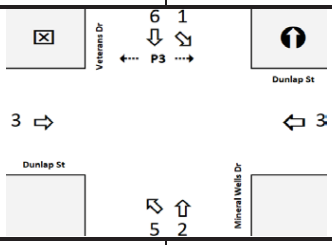
Intersection: **SR-69 (US641) Veterans Dr / Dunlap St**

Aerial Image



Distance to Pushbuttons



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Veterans Dr	Veterans Dr	Dunlap St	Dunlap St
	Speed Limits (mph)	40	40	35	35
	Lane Assignments	L-T-T-R	L-T-TR	LTR	LTR
	Lane Widths (ft)	11-12-12-11	11-12-12	12	12
	Crosswalk width (ft)	n/a	n/a	n/a	138
	Distance from Ped Push button to curb	n/a	n/a	n/a	See diagram
	Approach Grade (%)	-1.00	+1.00	+2.50	-1.00
	Storage Bay Length	L=100', R=55'	L=110'	CONT.	CONT.
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	1-150A2L,1-130	2-130	2-130
	Vehicle detection (Phase)	2,5	6,1	3	3
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	Y
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	At grade railroad crossing	n/a
I/S Width		70'	70'	115'	115'
Signal Phasing					
Notes		Ped button stops Veterans Dr and gives green to Dunlap St.		Ped push button on cabinet.	Ped push button on utility pole.

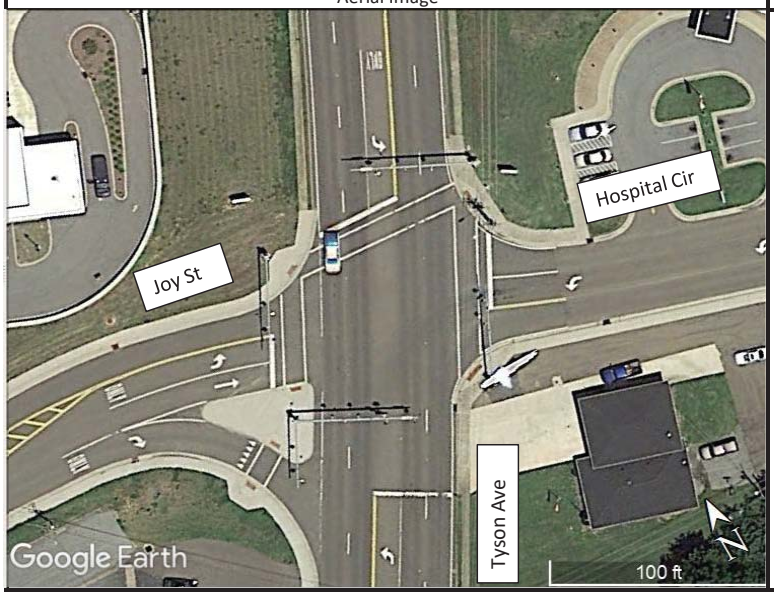
Field Inventory Date: 2/14/2019

Field Inventory

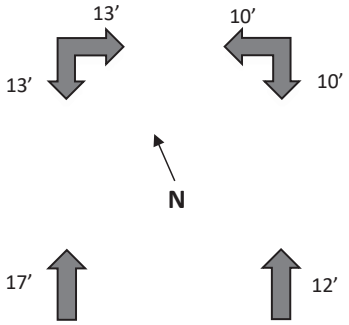
ID Number:

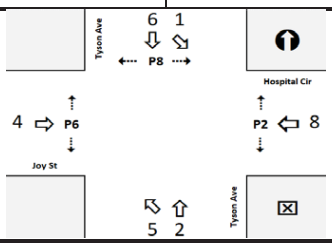
Intersection: **SR-76 (US-79) Tyson Ave / Hospital Cir**

Aerial Image



Distance to Pushbuttons



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Tyson Ave	Tyson Ave	Joy St	Hospital Cir
	Speed Limits (mph)	40	40	35	35
	Lane Assignments	L-T-TR	L-T-TR	L-T-R	L-TR
	Lane Widths (ft)	12-12-12	12-12-12	13-11-12	12-12
	Crosswalk width (ft)	78	54	n/a	85
	Distance from Ped Push button to curb	n/a	See diagram	See diagram	See diagram
	Approach Grade (%)	-1.50	+1.50	-1.00	0.50
	Storage Bay Length	TWLTL	TWLTL	L=85', R= 100	L=225'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-150A2L, 3-130, 1-150A2V	1-150A2L,1-150A2V	3-130	5-130,1-150A2V
	Vehicle detection (Phase)	2,5	6,1	4	8
	Pedestrian Heads	N	Y	Y	Y
	Ped Push Buttons	N	Y	Y	Y
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		145'	130'	104'	110'
Signal Phasing					
Notes		Signal Preemption for Emergency Vehicles (Firestation)			

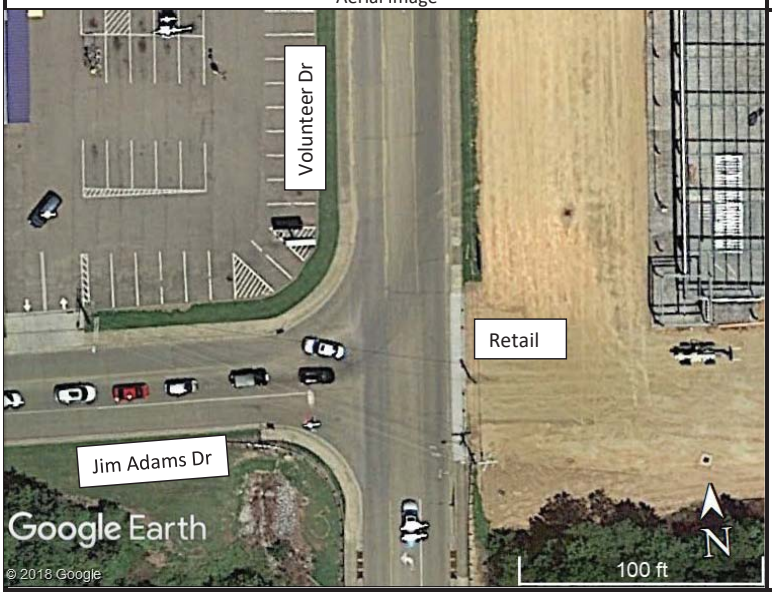
Field Inventory Date: 2/14/2019

Field Inventory

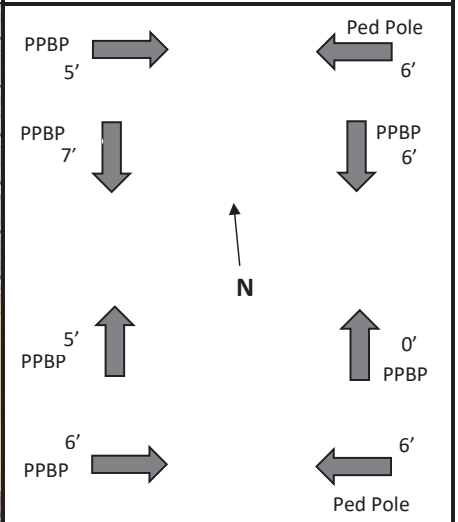
ID Number:

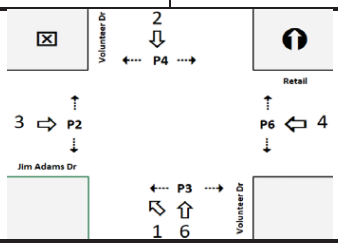
Intersection: **Volunteer Dr / Jim Adams Dr**

Aerial Image



Distance to Pushbuttons



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Volunteer Dr	Volunteer Dr	Jim Adams Dr	Retail
	Speed Limits (mph)	40	40	40	30
	Lane Assignments	L-TR	L-TR	L-TR	L-TR
	Lane Widths (ft)	12-12	12-12	12-12	12-12
	Crosswalk width (ft)	60	52	40	44
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	0.00	-1.00	-0.50	0.00
	Storage Bay Length	TWLTL	TWLTL	TWLTL	L=30'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	2-130	1-140A1L,1-130	1-140A1L,1-130
	Vehicle detection (Phase)	6,1	2	3	4
	Pedestrian Heads	Y	Y	Y	Y
	Ped Push Buttons	Y	Y	Y	Y
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		100'	100'	78'	78'
Signal Phasing					
Notes		PPBP = PED PUSHBUTTON POST			

Field Inventory Date: 2/14/2019

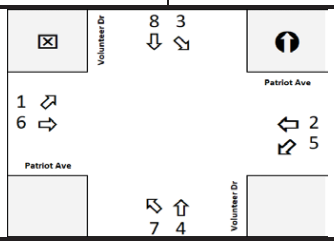
Field Inventory

ID Number:

Intersection: **Volunteeer Dr/ Patriot Ave**

Aerial Image

Distance to Pushbuttons

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Volunteer Dr	Volunteer Dr	Patriot Ave	Patriot Ave
	Speed Limits (mph)	40	40	30	30
	Lane Assignments	L-TR	L-TR	L-TR	L-TR
	Lane Widths (ft)	12-12	12-12	12-12	12-12
	Crosswalk width (ft)	64	56	40	42
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+3.00	-5.50	-3.00	+2.50
	Storage Bay Length	TWLTL	TWLTL	L=150'	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	1-150A2L,1-130	1-150A2L,1-130	1-150A2L,1-130
	Vehicle detection (Phase)	4,7	8,3	6,1	2,5
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		78'	78'	60'	60'
Signal Phasing					
Notes		Crosswalks are present, but no pedestrian times.			

Field Inventory Date: 2/14/2019

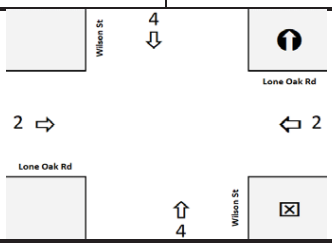
Field Inventory

ID Number:

Intersection: **Lone Oak Rd / Wilson St**

Aerial Image

Distance to Pushbuttons

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Wilson St	Wilson St	Lone Oak Rd	Lone Oak Rd
	Speed Limits (mph)	35	35	35	35
	Lane Assignments	LTR	LTR	LTR	LTR
	Lane Widths (ft)	12	12	12	12
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+1.00	0.00	0.00	0.00
	Storage Bay Length	CONT.	CONT.	CONT.	CONT.
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	4	4	2	2
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	No Left Turn 7:30 am-8:00 am 2:00 pm - 3:00 pm	n/a	n/a	n/a
I/S Width		65'	65'	65'	65'
Signal Phasing					
Notes		Stop bars are not present;Electromechanical Equipment			

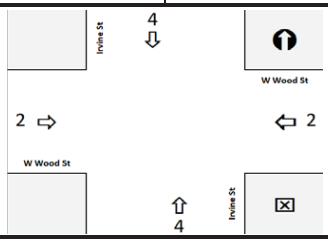
Field Inventory Date: 2/14/2019

Field Inventory

ID Number:

Intersection: **SR-69 (W Wood St) / Irvine St**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Irvine St	Irvine St	W Wood St	W Wood St
	Speed Limits (mph)	35	35	35	35
	Lane Assignments	LTR	LTR	L-TR	L-TR
	Lane Widths (ft)	12	14	12-12	12-12
	Crosswalk width (ft)	46	45	33	41
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-1.00	+1.50	-4.50	-1.00
	Storage Bay Length	CONT.	CONT.	TWLTL	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	4	4	2	2
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		70'	70'	56'	56'
Signal Phasing					
Notes		Det. pres on NB approach, but constant call.	Electromechanical Equipment		

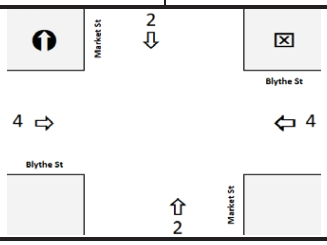
Field Inventory Date: 2/14/2019

Field Inventory

ID Number:

Intersection: **SR-69 (US-641) Market St /Blythe St**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Market St	Market St	Blythe St	Blythe St
	Speed Limits (mph)	30	30	30	30
	Lane Assignments	L-TR	L-TR	LTR	LTR
	Lane Widths (ft)	12-14	12-14	13	13
	Crosswalk width (ft)	43	42	70	68
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+0.50	-0.50	+1.00	-1.00
	Storage Bay Length	L=75'	L=60'	CONT.	CONT.
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	Y	Y	Y
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	2	2	4	4
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		68'	68'	n/a	n/a
Signal Phasing					
Notes		Electromechanical Equipment			

Field Inventory Date: 2/14/2019

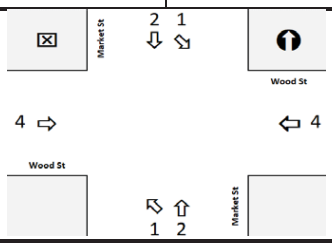
Field Inventory

ID Number:

Intersection: **SR-69 (US-641) Market St / SR-54/354 Wood St**

Aerial Image

Distance to Pushbuttons

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Market St	Market St	Wood St	Wood St
	Speed Limits (mph)	30	30	30	30
	Lane Assignments	L-TR	L-TR	L-TR	L-TR
	Lane Widths (ft)	12-12	12-12	12-13	12-13
	Crosswalk width (ft)	76	67	68	76
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-0.50	+0.50	+1.00	-1.00
	Storage Bay Length	L=60'	L=50'	L=30'	L=55'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	Y	Y	Y	Y
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	1-150A2L,1-130	2-130	2-130
	Vehicle detection (Phase)	1,2	1,2	4	4
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		90'	90'	95'	95'
Signal Phasing					
Notes		Electromechanical Equipment			

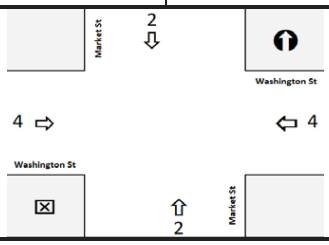
Field Inventory Date: 2/13/2019

Field Inventory

ID Number:

Intersection: **SR-54 (US-641) N Market St / Washington St**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	N Market St	N Market St	Washington St	Washington St
	Speed Limits (mph)	30	30	30	30
	Lane Assignments	L-TR	L-TR	L-TR	L-TR
	Lane Widths (ft)	12-12	12-12	12-12	12-12
	Crosswalk width (ft)	77	59	76	64
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-1.00	+0.50	+0.50	-1.00
	Storage Bay Length	L=80'	L=55'	L=60'	L=60'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	Y	Y	Y	Y
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	2	2	4	4
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		92'	92'	80'	80'
Signal Phasing					
Notes		Electromechanical Equipment			

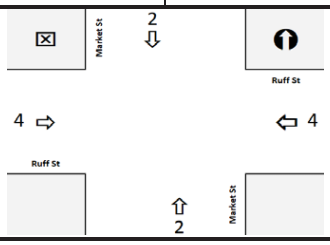
Field Inventory Date: 2/13/2019

Field Inventory

ID Number:

Intersection: **SR-54 (US-641) N Market St / Ruff St**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	N Market St	N Market St	Ruff St	Ruff St
	Speed Limits (mph)	30	30	30	30
	Lane Assignments	L-TR	L-TR	LTR	LTR
	Lane Widths (ft)	12-14	12-13	16	16
	Crosswalk width (ft)	36	38	65	61
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-1.50	+1.00	-0.50	-2.00
	Storage Bay Length	L=50'	L=55'	CONT.	CONT.
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	Y	Y	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	2	2	4	4
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		65'	65'	80'	80'
Signal Phasing					
Notes		Electromechanical Equipment			

Field Inventory Date: 2/13/2019

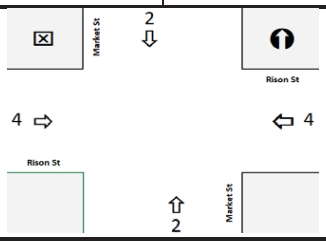
Field Inventory

ID Number:

Intersection: **SR-54 (US-641) N Market St/Rison St**

Aerial Image

Distance to Pushbuttons

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	N Market St	N Market St	Rison St	Rison St
	Speed Limits (mph)	35	35	30	30
	Lane Assignments	LTR	LTR	LTR	LTR
	Lane Widths (ft)	12	12	12	12
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+1.00	-0.50	-0.50	0.00
	Storage Bay Length	CONT.	CONT.	CONT.	CONT.
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	2	2	4	4
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		50'	50'	60'	60'
Signal Phasing					
Notes		Construction to replace Electromechanical Equipment			

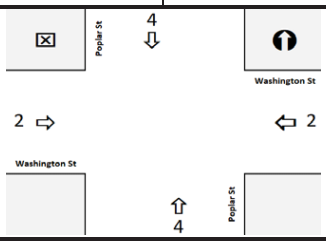
Field Inventory Date: 2/14/2019

Field Inventory

ID Number:

Intersection: **Washington St/ Poplar St**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Poplar St	Poplar St	Washington St	Washington St
	Speed Limits (mph)	30	30	30	30
	Lane Assignments	L-TR	L-TR	L-TR	L-TR
	Lane Widths (ft)	12-12	12-12	12-12	12-12
	Crosswalk width (ft)	62	75	78	63
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-1.00	+1.50	+0.50	-0.50
	Storage Bay Length	L=50'	L=75'	L=50'	L=55'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	Y	Y	Y	Y
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	4	4	2	2
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		90'	90'	86'	86'
Signal Phasing					
Notes		Electromechanical Equipment			

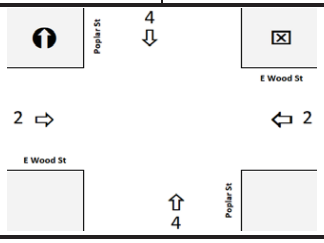
Field Inventory Date: 2/14/2019

Field Inventory

ID Number:

Intersection: **SR-356 E Wood St / Poplar St**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Poplar St	Poplar St	E Wood st	E Wood St
	Speed Limits (mph)	30	30	30	30
	Lane Assignments	L-TR	L-TR	L-TR	L-TR
	Lane Widths (ft)	12-12	12-12	12-14	12-13
	Crosswalk width (ft)	60	77	62	76
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-0.50	+0.50	-0.50	-0.50
	Storage Bay Length	L=50'	L=45'	L=55'	L=55'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	Y	Y	Y	Y
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	4	4	2	2
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		85'	85'	90'	90'
Signal Phasing					
Notes		Electromechanical Equipment			

Field Inventory Date: 2/13/2019

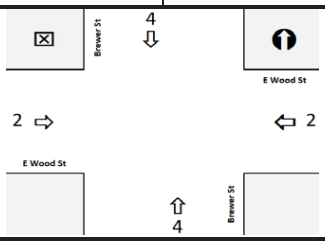
Field Inventory

ID Number:

Intersection: **SR-356 E Wood St/ Brewer St**

Aerial Image

Distance to Pushbuttons

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Brewer St	Brewer St	E Wood St	E Wood St
	Speed Limits (mph)	30	30	30	30
	Lane Assignments	LTR	LTR	L-TR	LTR
	Lane Widths (ft)	13	14	11-12	12
	Crosswalk width (ft)	38	61	42	49
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-1.50	+0.50	-0.50	+1.00
	Storage Bay Length	CONT.	CONT.	L=40'	CONT.
	Right Turn on Red	Y	N	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	Y	Y	Y	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	4	4	2	2
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		84'	84'	60'	60'
Signal Phasing					
Notes		WB crosswalk sight issue for cars turning RT to NB Brewer St; Electromechanical Equipment			

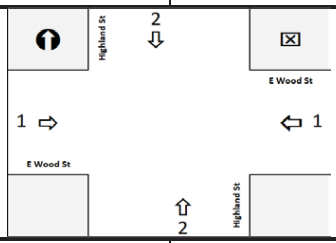
Field Inventory Date: 2/14/2019

Field Inventory

ID Number:

Intersection: **SR-356 (E Wood St)/Highland St**

Aerial Image	Distance to Pushbuttons
	

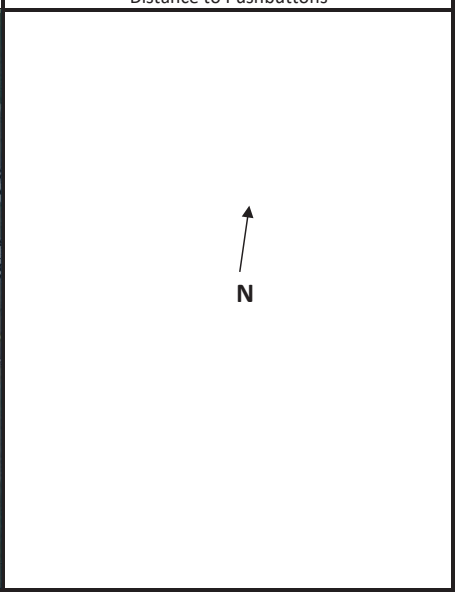
	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Highland St	Highland St	E Wood St	E Wood St
	Speed Limits (mph)	35	35	40	40
	Lane Assignments	LTR	LTR	L-TR	L-TR
	Lane Widths (ft)	13	13	12-12	12-12
	Crosswalk width (ft)	42	45	33	36
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-3.50	-2.50	+2.00	-1.00
	Storage Bay Length	CONT.	CONT.	TWLTL	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	2	2	1	1
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		63'	63'	70'	70'
Signal Phasing					
Notes					

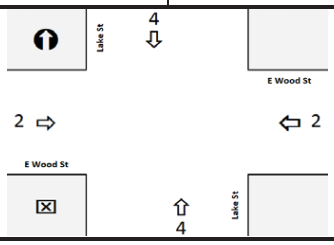
Field Inventory Date: 2/13/2019

Field Inventory

ID Number:

Intersection: **SR-356 (E Wood St)/Lake St**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Lake St	Lake St	E Wood St	E Wood St
	Speed Limits (mph)	35	35	40	40
	Lane Assignments	LTR	LTR	L-TR	L-T-R
	Lane Widths (ft)	12	12	12-12	12-12
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+5.00	-1.50	-1.00	+0.50
	Storage Bay Length	CONT.	CONT.	TWLTL	L=75', R=75'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	4	4	2	2
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		56'	56'	70'	70'
Signal Phasing					
Notes		Electromechanical Equipment			

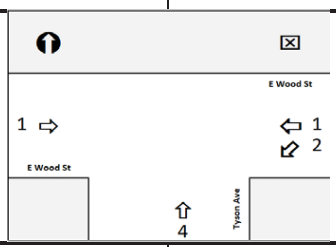
Field Inventory Date: 2/13/2019

Field Inventory

ID Number:

Intersection: **SR-356 (E Wood St)/SR-76 (US-79) Tyson Ave**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Tyson Ave	n/a	E Wood St	E Wood St
	Speed Limits (mph)	40	n/a	40	40
	Lane Assignments	L-L-R	n/a	T-R	L-T-T
	Lane Widths (ft)	12-12-13	n/a	12-12	12-12-12
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+0.50	n/a	+0.50	-0.50
	Storage Bay Length	TWLTL, L=190', R=190'	n/a	R=175'	TWLTL
	Right Turn on Red	Y	n/a	Y	Y
Volume Settings	Adjacent Bus Stops	N	n/a	N	N
	Adjacent Parking	N	n/a	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130A2L	n/a	2-130	1-150A2L,2-130
	Vehicle detection (Phase)	4	n/a	1	2,1
	Pedestrian Heads	N	n/a	N	N
	Ped Push Buttons	N	n/a	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		105'	n/a	95'	95'
Signal Phasing					
Notes					

Field Inventory Date: 2/14/2019

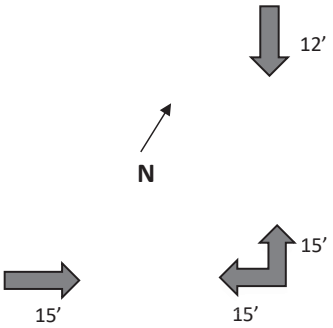
Field Inventory

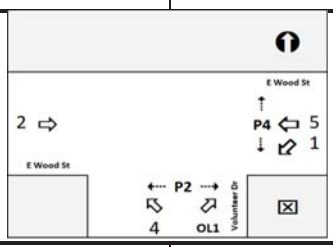
ID Number:

Intersection: **SR-76 (US-79) E Wood St/Volunteer Dr**

Aerial Image

Distance to Pushbuttons



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Volunteer Dr	n/a	E Wood St	E Wood St
	Speed Limits (mph)	35	n/a	40	40
	Lane Assignments	L-R	n/a	T-TR	L-T-T
	Lane Widths (ft)	12-12	n/a	12-12-12	12-12-12
	Crosswalk width (ft)	72	n/a	n/a	74
	Distance from Ped Push button to curb	See diagram	n/a	n/a	See diagram
	Approach Grade (%)	+0.50	n/a	-4.00	+2.00
	Storage Bay Length	L=65', R=75'	n/a	CONT.	TWLTL
	Right Turn on Red	Y	n/a	Y	N
Volume Settings	Adjacent Bus Stops	N	n/a	N	N
	Adjacent Parking	N	n/a	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-130A2L, 1-150A2R	n/a	2-130	1-150A2L,1-130
	Vehicle detection (Phase)	4,OL 1	n/a	2	1,5
	Pedestrian Heads	Y	n/a	Y	N
	Ped Push Buttons	Y	n/a	Y	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		85'	n/a	105'	105'
Signal Phasing					
Notes			Overlap: Phase 1 and Phase 4.		

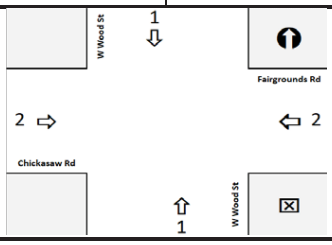
Field Inventory Date: 2/14/2019

Field Inventory

ID Number:

Intersection: **E Wood St/Chickasaw Rd & Fairgrounds Rd**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	E Wood St	E Wood St	Chickasaw Rd	Fairgrounds Rd
	Speed Limits (mph)	40	40	35	35
	Lane Assignments	L-T-R	L-T-R	L-T-R	L-T-R
	Lane Widths (ft)	12-12-12	12-12-12	12-12-16	12-12-16
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-1.50	+1.50	+1.00	+1.50
	Storage Bay Length	TWLTL	TWLTL	L=35'	L=30'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	2-130	2-130	2-130
	Vehicle detection (Phase)	1	1	2	2
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		185'	185'	185'	185'
Signal Phasing					
Notes		Constant call Phase 2 confirmed.			

Field Inventory Date: 2/14/2019

TSM&O
PARIS, TENNESSEE

Appendix C:
CRASH DATA

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of
Transportation

PARIS TSMO

CRASH DATA ANALYSIS (2016-2018)

LOCATION	CRASH TYPE				MANNER OF COLLISION				VOLUME	STATISTICAL COMPUTATIONS			
Intersection	Total Number of Crashes	Property Damage	Injury	Fatal	Rear-End	Angle	HeadOn	Sideswipe	Avg Entering Traffic Volume (vpd)	Crash Rate	Critical Crash Rate	TN Statewide Avg Crash Rate	Equiv PDO Rating [1]
W Wood St & Irvine St	5	2	3	0	3	2	0	0	9,152	0.499	0.674	0.666	35
Wood St & Market St	4	3	1	0	3	1	0	0	19,966	0.183	0.672	0.666	14
N Market St & Rison St	0	0	0	0	0	0	0	0	9,101	0.000	0.674	0.666	0
N Market St & Ruff St	0	0	0	0	0	0	0	0	12,563	0.000	0.673	0.666	0
N Market St & Washington St	3	3	0	0	1	2	0	0	12,596	0.218	0.673	0.666	3
S Market St & Blythe St	10	8	2	0	2	7	1	0	12,568	0.727	0.673	0.666	30
E Washington St & N Poplar St	2	2	0	0	1	1	0	0	2,950	0.619	0.680	0.666	2
E Wood St & Poplar St	0	0	0	0	0	0	0	0	9,897	0.000	0.674	0.666	0
E Wood St & Brewer St	1	1	0	0	0	1	0	0	9,861	0.093	0.674	0.666	1
E Wood St & Highland St	2	1	1	0	2	0	0	0	8,627	0.212	0.674	0.666	12
E Wood St & Lake St	4	2	2	0	1	3	0	0	9,942	0.367	0.674	0.666	24
E Wood St & Tyson Ave	10	8	2	0	3	4	1	2	18,577	0.492	0.778	0.772	30
E Wood St & Volunteer Dr	8	5	3	0	3	4	1	0	20,140	0.363	0.778	0.772	38

[1] EPDO Weighted Factors have come from HSM and AASHTO (2010). Fatal = 542, Injury = 11, PDO = 1

PARIS TSMO

CRASH DATA ANALYSIS (2016-2018)

LOCATION	CRASH TYPE				MANNER OF COLLISION				VOLUME	STATISTICAL COMPUTATIONS			
Intersection	Total Number of Crashes	Property Damage	Injury	Fatal	Rear-End	Angle	HeadOn	Sideswipe	Avg Entering Traffic Volume (vpd)	Crash Rate	Critical Crash Rate	TN Statewide Avg Crash Rate	Equiv PDO Rating [1]
E Wood St & Fairground Rd /Chickasaw Rd	14	9	5	0	5	8	1	0	20,815	0.614	0.778	0.772	64
Veterans Dr & Dunlap St	12	5	7	0	3	8	1	0	14,518	0.755	0.779	0.772	82
Veterans Dr/ Mineral Wells Dr & Tyson Ave	37	22	15	0	12	21	0	4	25,308	1.335	0.777	0.772	187
Mineral Wells Dr & Jim Adams Dr	20	11	9	0	9	9	0	2	20,442	0.894	0.778	0.772	110
Mineral Wells Dr & Memorial Dr	11	11	0	0	2	6	0	3	17,015	0.590	0.778	0.772	11
Memorial Dr & Volunteer Dr	5	2	3	0	0	5	0	0	15,307	0.298	0.779	0.772	35
Memorial Dr & SR-69/US-641	10	8	2	0	1	6	1	2	11,688	0.781	0.780	0.772	30
Volunteer Dr & Patriot Ave*	3	1	1	1	2	1	0	0	13,068	0.210	0.779	0.772	554
Volunteer Dr & Jim Adams Dr	1	1	0	0	0	0	0	1	11,935	0.077	0.780	0.772	1
Tyson Ave & Joy St	3	1	2	0	0	3	0	0	13,187	0.208	0.779	0.772	23
SR-76/US-79 & SR-218	13	11	2	0	4	7	1	1	13,090	0.907	0.779	0.772	33
Lone Oak Rd & Wilson St	1	0	1	0	0	1	0	0	3,987	0.229	0.851	0.837	11

[1] EPDO Weighted Factors have come from HSM and AASHTO (2010). Fatal = 542, Injury = 11, PDO = 1

* FATALITY OCCURRED IN 2017

Query: SR54 Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR054
CR_CRASH.Log Mile >= 9.63 And CR_CRASH.Log Mile <= 12.964
CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
10.44	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101766083	Along Roadway	2017	9/20/2017	756	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.663	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101652051	Along Roadway	2017	5/22/2017	1752	Suspected Minor Injury	0	1	0	1	4	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.941	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101799243	Along Roadway	2017	10/21/2017	1105	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.335	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101785662	Along Roadway	2017	10/8/2017	1204	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.646	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101860746	Along Roadway	2017	12/16/2017	749	Prop Damage (under)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.991	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101178219	Along Roadway	2016	4/20/2016	1655	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
12.396	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101594980	Along Roadway	2017	3/23/2017	1517	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.716	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101391580	Along Roadway	2016	9/25/2016	1612	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.734	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	102242351	Along Roadway	2018	12/11/2018	714	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Dawn	Automatic
12.775	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101978692	At an Intersection	2018	4/14/2018	1247	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
12.79	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	102101305	Along Roadway	2018	8/7/2018	1205	Suspected Serious Injury	0	1	1	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
12.794	NON_JUNCTION	On Roadway	--	HENRY	SR054	0-NONE	1	101166317	Along Roadway	2016	4/8/2016	1406	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.117	NON_JUNCTION	Shoulder	--	HENRY	SR054	0-NONE	1	101419065	Along Roadway	2016	10/21/2016	834	Suspected Minor Injury	0	1	0	1	1	Other Post, Pole, Supports	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.855	NON_JUNCTION	Shoulder	--	HENRY	SR054	0-NONE	1	102053072	Along Roadway	2018	6/22/2018	1846	Suspected Minor Injury	0	1	0	1	1	Guardrail Face	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
12.605	NON_JUNCTION	Shoulder	--	HENRY	SR054	0-NONE	1	101194462	Along Roadway	2016	5/13/2016	1540	Prop Damage (over)	0	0	0	0	1	Standing Tree	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
9.809	NON_JUNCTION	Roadside -- Left	--	HENRY	SR054	0-NONE	1	101154677	Along Roadway	2016	3/30/2016	632	Suspected Serious Injury	0	1	1	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
12.071	NON_JUNCTION	Roadside -- Left	--	HENRY	SR054	0-NONE	1	101481039	Along Roadway	2016	12/17/2016	2112	Suspected Minor Injury	0	1	0	1	1	Ditch	NO COLLISION W/ VEHICLE	Rain	Dark-Lighted	Automatic
12.712	NON_JUNCTION	Roadside -- Left	--	HENRY	SR054	0-NONE	1	101627128	Along Roadway	2017	4/27/2017	611	Prop Damage (over)	0	0	0	0	1	Standing Tree	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
10.966	NON_JUNCTION	Roadside -- Right	--	HENRY	SR054	0-NONE	1	101532169	Along Roadway	2017	1/18/2017	0	Prop Damage (over)	0	0	0	0	1	Curb	NO COLLISION W/ VEHICLE	Clear	Dark-Lighted	Automatic
11.398	NON_JUNCTION	Roadside -- Right	--	HENRY	SR054	0-NONE	1	101424306	Along Roadway	2016	10/27/2016	1600	Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.792	NON_JUNCTION	Roadside -- Right	--	HENRY	SR054	0-NONE	1	102211824	Along Roadway	2018	11/15/2018	713	Suspected Minor Injury	0	1	0	1	1	Concrete Traffic Barrier	NO COLLISION W/ VEHICLE	Cloudy	Daylight	Automatic
12.816	NON_JUNCTION	Off Roadway -- Location Unknown	--	HENRY	SR054	0-NONE	1	101711626	Along Roadway	2017	7/25/2017	1806	Prop Damage (over)	0	0	0	0	1	Fire Hydrant	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.144	NON_JUNCTION	In Parking Lane	--	HENRY	SR054	0-NONE	1	101105373	Along Roadway	2016	2/13/2016	0	Prop Damage (over)	0	0	0	0	2	Parked Motor Vehicle	REAR TO REAR	Clear	Daylight	Automatic
10.923	NON_JUNCTION	--	--	HENRY	SR054	0-NONE	1	101861340	Along Roadway	2017	12/17/2017	955	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
11.078	NON_JUNCTION	--	--	HENRY	SR054	0-NONE	1	101883439	Along Roadway	2018	1/10/2018	1741	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Dark-Lighted	Automatic
11.135	NON_JUNCTION	--	--	HENRY	SR054	0-NONE	1	101566773	Along Roadway	2017	2/24/2017	1537	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR TO SIDE	Clear	Daylight	Automatic
11.151	NON_JUNCTION	--	--	HENRY	SR054	0-NONE	1	101094035	Along Roadway	2016	1/21/2016	1257	Prop Damage (over)	0	0	0	0	1	Wall	NO COLLISION W/ VEHICLE	Cloudy	Daylight	Automatic
11.179	NON_JUNCTION	--	--	HENRY	SR054	0-NONE	1	101231392	Along Roadway	2016	5/24/2016	1305	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.262	NON_JUNCTION	--	--	HENRY	SR054	0-NONE	1	102117247	Along Roadway	2018	8/21/2018	811	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.309	NON_JUNCTION	--	--	HENRY	SR054	0-NONE	1	102122180	Along Roadway	2018	8/21/2018	839	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.765	NON_JUNCTION	--	--	HENRY	SR054	0-NONE	1	102027262	Along Roadway	2018	5/29/2018	1915	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Dusk	Automatic
11.851	NON_JUNCTION	--	--	HENRY	SR054	0-NONE	1	102261629	Along Roadway	2018	12/30/2018	1303	Prop Damage (over)	0	0	0	0	1	Guardrail Face	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
10.249	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101877418	At an Intersection	2018	1/4/2018	702	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.56	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101326549	At an Intersection	2016	8/12/2016	1927	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.56	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101848830	At an Intersection	2017	12/5/2017	936	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
10.56	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	102036042	At an Intersection	2018	6/7/2018	1005	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.01	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101355766	At an Intersection	2016	9/7/2016	1053	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.06	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101436417	At an Intersection	2016	11/10/2016	1528	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.06	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101637072	At an Intersection	2017	5/5/2017	1240	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.06	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101744065	At an Intersection	2017	8/28/2017	812	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	OTHER	Automatic
11.12	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101074903	At an Intersection	2016	1/8/2016	2122	Suspected Serious Injury	0	1	1	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
11.12	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101666498	At an Intersection	2017	6/7/2017	750	Suspected Minor Injury	0	1	0	1	1	Pedestrian	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.12	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101781990	At an Intersection	2017	10/5/2017	1015	Suspected Serious Injury	0	1	1	0	1	Pedestrian	NO COLLISION W/ VEHICLE	Cloudy	Daylight	Automatic
12.82	INTERSECTION	On Roadway	--	HENRY	SR054	0-NONE	1	101907441	At an Intersection	2018	2/1/2018	1648	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Dusk	Automatic
10.34	INTERSECTION	Roadside -- Right	--	HENRY	SR054	0-NONE	1	101979914	At an Intersection	2018	4/16/2018	2007	Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Cloudy	Dark-Lighted	Automatic
12.465	INTERSECTION	Outside Trafficway	--	HENRY	SR054	0-NONE	1	101208214	At an Intersection	2016	5/5/2016	1710	Fatal	1	0	0	0	1	Standing Tree	NO COLLISION W/ VEHICLE	Clear	Daylight	--
11.12	INTERSECTION	--	--	HENRY	SR054	0-NONE	1	102008042	At an Intersection	2018	5/11/2018	1924	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.18	INTERSECTION	--	--	HENRY	SR054	0-NONE	1	101095325	At an Intersection	2016	1/28/2016	955	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.18	INTERSECTION	--	--	HENRY	SR054	0-NONE	1	101593793	At an Intersection	2017	3/25/2017	1948	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dark-Lighted	Automatic
10.56	INTERSECTION RELATED	On Roadway	--	HENRY	SR054	0-NONE	1	101317315	At an Intersection	2016	7/30/2016	1037	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.56	INTERSECTION RELATED	On Roadway	--	HENRY	SR054	0-NONE	1	101653724	At an Intersection	2017	5/24/2017	1404	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.293	INTERSECTION RELATED	On Roadway	--	HENRY	SR054	0-NONE	1	101332187	At an Intersection	2016	8/20/2016	1321	Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
12.293	INTERSECTION RELATED	On Roadway	--	HENRY	SR054	0-NONE	1	101351213	At an Intersection	2016	8/31/2016	1422	Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.12	INTERSECTION RELATED	--	--	HENRY	SR054	0-NONE	1	101129339	At an Intersection	2016	3/7/2016	1301	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.12	INTERSECTION RELATED	--	--	HENRY	SR054	0-NONE	1	101398989	At an Intersection	2016	10/8/2016	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.18	--	--	--	HENRY	SR054	0-NONE	1	102178324	At an Intersection	2018	10/13/2018	1048	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic

Query: Memorial Dr Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR069
CR_CRASH.Log Mile >= 10.63 And CR_CRASH.Log Mile <= 11.24
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
10.645	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102166237	Along Roadway	2018	10/3/2018	1909	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
10.937	NON_JUNCTION	On Roadway	--	HENRY	SR069	2-ALTERNA	1	102179824	Along Roadway	2018	10/16/2018	1621	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
11.033	NON_JUNCTION	Shoulder	--	HENRY	SR069	0-NONE	1	101665699	Along Roadway	2017	6/6/2017	543	Suspected Minor Injury	0	1	0	1	1	Utility Pole	NO COLLISION W/ VEHICLE	Clear	Dawn	Automatic
10.771	NON_JUNCTION	Roadside -- Right	--	HENRY	SR069	2-ALTERNA	1	101545982	Along Roadway	2017	2/5/2017	1207	Prop Damage (over)	0	0	0	0	1	Standing Tree	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.178	NON_JUNCTION	Roadside -- Right	--	HENRY	SR069	2-ALTERNA	1	101230939	Along Roadway	2016	5/23/2016	1638	Prop Damage (over)	0	0	0	0	1	Ditch	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.24	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101819982	At an Intersection	2017	11/9/2017	1915	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport in other R	SIDESWIPE, OPP DIR	Clear	Dark-Lighted	Automatic
10.635	NON_JUNCTION	--	--	HENRY	SR069	2-ALTERNA	1	101633089	Along Roadway	2017	5/2/2017	1228	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101473455	At an Intersection	2016	12/10/2016	2100	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Clear	Dark-Lighted	--
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101649766	At an Intersection	2017	5/19/2017	1015	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101744935	At an Intersection	2017	8/28/2017	1557	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102018164	At an Intersection	2018	5/21/2018	1735	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102233223	At an Intersection	2018	12/2/2018	1746	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
11.03	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101403176	At an Intersection	2016	10/13/2016	1733	Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.03	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101505927	At an Intersection	2017	1/15/2017	1904	Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	ANGLE	Rain	Dark-Lighted	Automatic
11.03	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101881332	At an Intersection	2018	1/8/2018	1041	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	--	Daylight	Automatic
10.63	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101454236	At an Intersection	2016	11/15/2016	1632	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
11.03	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101777191	At an Intersection	2017	9/30/2017	1114	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.24	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102060360	At an Intersection	2018	7/1/2018	2051	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dusk	Automatic
11.24	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102073534	At an Intersection	2018	7/13/2018	1042	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.63	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101970820	At an Intersection	2018	4/6/2018	1705	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.03	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101428899	At an Intersection	2016	11/1/2016	1904	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.094	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101477998	At an Intersection	2016	12/15/2016	1511	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Clear	Daylight	Automatic
11.24	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101428346	At an Intersection	2016	11/1/2016	800	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.017	INTERSECTION RELATED	--	--	HENRY	SR069	2-ALTERNA	1	102044597	At an Intersection	2018	6/13/2018	948	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Clear	Daylight	Automatic
11.094	DRIVEWAY, ALLEY ACCESS, ET	On Roadway	--	HENRY	SR069	0-NONE	1	101969454	At an Intersection	2018	4/6/2018	1816	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.24	DRIVEWAY, ALLEY ACCESS, ET	--	--	HENRY	SR069	0-NONE	1	101279798	At an Intersection	2016	7/5/2016	1449	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.24	--	--	--	HENRY	SR069	0-NONE	1	102084143	At an Intersection	2018	7/19/2018	1544	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic

Query: Mineral Wells Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR069
CR_CRASH.Log Mile >= 11.24 And CR_CRASH.Log Mile <= 12.05
CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
11.273	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101285963	Along Roadway	2016	7/14/2016	2104	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Dark-Lighted	Automatic
11.298	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102069680	Along Roadway	2018	7/9/2018	1717	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	OTHER	Clear	Daylight	Automatic
11.308	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101156069	Along Roadway	2016	4/1/2016	1537	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.332	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101729505	Along Roadway	2017	8/11/2017	1512	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.337	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101853244	Along Roadway	2017	12/8/2017	1116	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.344	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101591494	Along Roadway	2017	3/23/2017	1425	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.37	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102106363	Along Roadway	2018	8/10/2018	1646	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.399	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101806599	At an Intersection	2017	10/27/2017	1736	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Rain	Dark-Not Lighted	Automatic
11.443	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101683703	Along Roadway	2017	6/22/2017	1719	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.453	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101689969	Along Roadway	2017	7/2/2017	1140	Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.454	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101708676	Along Roadway	2017	7/22/2017	1109	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.455	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101733876	Along Roadway	2017	8/14/2017	1553	Suspected Minor Injury	0	3	0	3	3	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.459	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101475854	Along Roadway	2016	12/13/2016	1243	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.46	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101234226	Along Roadway	2016	5/28/2016	1406	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
11.461	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101731885	Along Roadway	2017	8/15/2017	1747	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.463	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102235163	Along Roadway	2018	12/4/2018	1154	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.529	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101916082	Along Roadway	2018	2/14/2018	1325	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
11.53	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101158718	Along Roadway	2016	4/6/2016	1356	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.532	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102198976	Along Roadway	2018	11/2/2018	1714	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Cloudy	Dusk	Automatic
11.534	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101655769	Along Roadway	2017	5/26/2017	1214	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.541	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101874011	Along Roadway	2017	12/30/2017	1649	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dusk	Automatic
11.547	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101428619	Along Roadway	2016	8/31/2016	2005	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
11.572	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101288625	Along Roadway	2016	7/19/2016	1059	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.608	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101287362	Along Roadway	2016	7/15/2016	1525	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic

11.63	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102167730	Along Roadway	2018	10/5/2018	1004	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.68	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101659663	Along Roadway	2017	5/30/2017	1213	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
11.695	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101871430	Along Roadway	2017	12/28/2017	1800	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	HEAD-ON	Clear	Dark-Lighted	Automatic
11.704	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101493988	Along Roadway	2017	1/2/2017	1353	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
11.733	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101505223	Along Roadway	2017	1/14/2017	1904	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Dark-Lighted	Automatic
11.736	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101861992	Along Roadway	2017	12/14/2017	1720	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Dark-Lighted	Automatic
11.772	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101765179	Along Roadway	2017	9/18/2017	1221	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
11.791	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101854741	Along Roadway	2017	12/7/2017	1735	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.799	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101469570	Along Roadway	2016	12/6/2016	0	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Clear	Dark-Lighted	--
11.8	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101580195	Along Roadway	2017	3/10/2017	1046	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.809	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101159428	Along Roadway	2016	4/7/2016	1120	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.819	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101611437	Along Roadway	2017	4/11/2017	0	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	ANGLE	Rain	Dark-Lighted	Automatic
11.832	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101733119	Along Roadway	2017	8/17/2017	1032	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.896	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101847054	Along Roadway	2017	12/3/2017	1436	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.9	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102045972	Along Roadway	2018	6/16/2018	1458	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.926	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101428393	Along Roadway	2016	10/31/2016	1243	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.931	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102070172	Along Roadway	2018	7/10/2018	1042	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.946	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101452626	At an Intersection	2016	11/17/2016	1539	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.955	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101426182	Along Roadway	2016	10/29/2016	1419	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
11.962	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101493059	Along Roadway	2016	12/31/2016	1140	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
11.986	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101583633	Along Roadway	2017	3/15/2017	749	Suspected Serious Injury	0	1	1	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.99	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101721309	Along Roadway	2017	8/4/2017	1641	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.05	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102192775	At an Intersection	2018	10/28/2018	1259	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
11.985	NON_JUNCTION	On Roadway	--	HENRY	SR069	2-ALTERNA	1	101300131	Along Roadway	2016	7/21/2016	1332	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.637	NON_JUNCTION	Shoulder	--	HENRY	SR069	0-NONE	1	101724000	Along Roadway	2017	8/7/2017	2105	Suspected Minor Injury	0	1	0	1	1	Boulder	NO COLLISION W/ VEHICLE	Cloudy	Dark-Lighted	Automatic
11.714	NON_JUNCTION	Shoulder	--	HENRY	SR069	0-NONE	1	101749848	Along Roadway	2017	9/3/2017	903	Suspected Minor Injury	0	2	0	2	1	Utility Pole	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.946	NON_JUNCTION	Shoulder	--	HENRY	SR069	0-NONE	1	101441289	At an Intersection	2016	11/16/2016	529	Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Clear	Dark-Lighted	Automatic
11.542	NON_JUNCTION	Roadside -- Right	--	HENRY	SR069	0-NONE	1	101428947	Along Roadway	2016	11/2/2016	256	Suspected Minor Injury	0	1	0	1	1	Utility Pole	NO COLLISION W/ VEHICLE	Clear	Dark-Lighted	Automatic
12.023	NON_JUNCTION	Outside Trafficway	--	HENRY	SR069	0-NONE	1	101880845	Along Roadway	2018	1/7/2018	2346	Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Rain	Dark-Lighted	Automatic
11.454	NON_JUNCTION	2-WAY LT TRN LN	--	HENRY	SR069	0-NONE	1	101482621	Along Roadway	2016	12/17/2016	1837	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	HEAD-ON	Clear	Dark-Lighted	Automatic
11.881	NON_JUNCTION	OTHER	--	HENRY	SR069	2-ALTERNA	1	101288545	Along Roadway	2016	7/19/2016	845	Suspected Serious Injury	0	2	1	1	1	Standing Tree	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.24	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101819982	At an Intersection	2017	11/9/2017	1915	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport in other R	SIDESWIPE, OPP DIR	Clear	Dark-Lighted	Automatic
11.268	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101747560	Along Roadway	2017	8/31/2017	1754	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
11.272	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101554674	Along Roadway	2017	2/14/2017	2117	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dark-Lighted	Automatic
11.277	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	102148849	Along Roadway	2018	9/18/2018	655	Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.284	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	102212499	Along Roadway	2018	11/15/2018	1816	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport in other R	SIDESWIPE, OPP DIR	Clear	Dark-Lighted	Automatic
11.321	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	102247220	Along Roadway	2018	12/14/2018	1417	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.325	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101689681	Along Roadway	2017	6/30/2017	1327	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.339	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101984096	Along Roadway	2018	4/17/2018	1542	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.35	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	102115338	Along Roadway	2018	8/17/2018	2256	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
11.357	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101711431	Along Roadway	2017	7/24/2017	1256	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.437	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101724946	Along Roadway	2017	8/8/2017	2003	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
11.514	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	102060900	Along Roadway	2018	7/2/2018	1135	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.518	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101303165	Along Roadway	2016	7/26/2016	746	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.65	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	102178637	Along Roadway	2018	10/15/2018	1409	Suspected Minor Injury	0	2	0	2	3	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
11.656	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101154997	Along Roadway	2016	3/31/2016	1825	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.703	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101477825	Along Roadway	2016	12/15/2016	1318	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.714	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101393390	Along Roadway	2016	9/30/2016	828	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
11.72	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	102028104	Along Roadway	2018	5/30/2018	1503	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
11.744	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	102074715	Along Roadway	2018	7/14/2018	1505	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
11.753	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101552299	Along Roadway	2017	2/10/2017	1533	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.758	NON_JUNCTION	--	--	HENRY	SR069	2-ALTERNA	1	101944598	Along Roadway	2018	3/15/2018	921	Prop Damage (over)	0	0	0	0	1	Highway Traffic Sign Post	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.636	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101131457	At an Intersection	2016	3/10/2016	1634	Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
11.636	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101268774	At an Intersection	2016	6/19/2016	1305	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.636	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101365283	At an Intersection	2016	9/20/2016	757	Suspected Minor Injury	0	3	0	3	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.636	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101436437	At an Intersection	2016	11/10/2016	1343	Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.636	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101467172	At an Intersection	2016	12/2/2016	1026	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
11.636	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102028746	At an Intersection	2018	5/31/2018	708	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.636	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102038229	At an Intersection	2018	6/9/2018	1344	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101073212	At an Intersection	2016	1/6/2016	2128	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101095072	At an Intersection	2016	1/27/2016	1734	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101102616	At an Intersection	2016	2/8/2016	1533	Suspected Serious Injury	0	2	2	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101120037	At an Intersection	2016	2/21/2016	1754	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101149323	At an Intersection	2016	3/23/2016	1000	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101156031	At an Intersection	2016	4/1/2016	1342	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101405625	At an Intersection	2016	10/13/2016	1731	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101576450	At an Intersection	2017	3/8/2017	830	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101683330	At an Intersection	2017	6/25/2017	0	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101685535	At an Intersection	2017	6/28/2017	1458	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101845592	At an Intersection	2017	12/1/2017	1013	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101874530	At an Intersection	2017	12/31/2017	1848	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101983077	At an Intersection	2018	4/19/2018	1921	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101988676	At an Intersection	2018	4/17/2018	737	Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102153705	At an Intersection	2018	9/21/2018	1219	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102234748	At an Intersection	2018	12/3/2018	1709	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102241706	At an Intersection	2018	12/10/2018	1435	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.24	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102060360	At an Intersection	2018	7/1/2018	2051	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dusk	Automatic
11.24	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102073534	At an Intersection	2018	7/13/2018	1042	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.636	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101134373	At an Intersection	2016	3/15/2016	1159	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.636	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101474332	At an Intersection	2016	12/7/2016	1623	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Dusk	--
11.636	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101810670	At an Intersection	2017	10/31/2017	2131	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Rain	Dark-Lighted	Automatic
11.946	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101662436	At an Intersection	2017	6/2/2017	1415	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101104779	At an Intersection	2016	2/10/2016	1640	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Snow	Daylight	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101357026	At an Intersection	2016	9/8/2016	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101462242	At an Intersection	2016	11/28/2016	1528	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Dusk	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101633660	At an Intersection	2017	5/4/2017	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101814384	At an Intersection	2017	11/3/2017	644	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dark-Lighted	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101915488	At an Intersection	2018	2/13/2018	2036	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102125190	At an Intersection	2018	8/28/2018	923	Suspected Minor Injury	0	2	0	2	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102135883	At an Intersection	2018	9/6/2018	1406	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102197004	At an Intersection	2018	11/1/2018	1217	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
11.636	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101634610	At an Intersection	2017	5/4/2017	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Dusk	Automatic
11.636	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	102232922	At an Intersection	2018	12/1/2018	1457	Suspected Serious Injury	0	1	1	0	1	Pedalcycle	NO COLLISION W/ VEHICLE	Cloudy	Daylight	Automatic
11.946	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101095859	At an Intersection	2016	1/21/2016	1654	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.946	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101275649	At an Intersection	2016	6/26/2016	2015	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.946	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101575962	At an Intersection	2017	3/7/2017	1523	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.05	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101274825	At an Intersection	2016	6/28/2016	1543	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Rain	OTHER	Automatic
12.05	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101875000	At an Intersection	2017	12/31/2017	1833	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Clear	Dark-Lighted	Automatic
11.24	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101428346	At an Intersection	2016	11/1/2016	800	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.636	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101096508	At an Intersection	2016	1/30/2016	1125	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.636	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101148410	At an Intersection	2016	3/21/2016	1804	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.636	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101979601	At an Intersection	2018	4/16/2018	1312	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.636	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	102147718	At an Intersection	2018	9/13/2018	1701	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.05	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101319764	At an Intersection	2016	8/3/2016	1811	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.05	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101671865	At an Intersection	2017	6/12/2017	1749	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.05	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101942760	At an Intersection	2018	3/12/2018	1656	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.05	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101980665	At an Intersection	2018	4/16/2018	1705	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.448	DRIVEWAY, ALLEY ACCESS, ET	On Roadway	--	HENRY	SR069	0-NONE	1	101657971	Along Roadway	2017	5/28/2017	2050	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
11.637	DRIVEWAY, ALLEY ACCESS, ET	On Roadway	--	HENRY	SR069	0-NONE	1	102122208	Along Roadway	2018	8/25/2018	0	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.885	DRIVEWAY, ALLEY ACCESS, ET	On Roadway	--	HENRY	SR069	0-NONE	1	101121511	Along Roadway	2016	2/24/2016	220	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dark-Lighted	Automatic
11.946	DRIVEWAY, ALLEY ACCESS, ET	On Roadway	--	HENRY	SR069	0-NONE	1	101464387	At an Intersection	2016	11/30/2016	1726	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Clear	Dark-Lighted	Automatic
11.978	DRIVEWAY, ALLEY ACCESS, ET	On Roadway	--	HENRY	SR069	0-NONE	1	101185766	Along Roadway	2016	4/28/2016	1532	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.24	DRIVEWAY, ALLEY ACCESS, ET	--	--	HENRY	SR069	0-NONE	1	101279798	At an Intersection	2016	7/5/2016	1449	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.762	DRIVEWAY, ALLEY ACCESS, ET	--	--	HENRY	SR069	0-NONE	1	101456801	Along Roadway	2016	11/21/2016	1525	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.68	ACCEL/DECEL LANE	--	--	HENRY	SR069	0-NONE	1	101979264	Along Roadway	2018	4/12/2018	1431	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
11.799	OTHER	--	--	HENRY	SR069	0-NONE	1	102176364	Along Roadway	2018	10/12/2018	2134	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Dark-Lighted	Automatic
11.277	UNKNOWN	On Roadway	--	HENRY	SR069	0-NONE	1	101465104	Along Roadway	2016	12/1/2016	1755	Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
11.24	--	--	--	HENRY	SR069	0-NONE	1	102084143	At an Intersection	2018	7/19/2018	1544	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic

Query: SR76 Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR076
CR_CRASH.Log Mile >= 14.42 And CR_CRASH.Log Mile <= 17.38
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
14.441	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101898449	Along Roadway	2018	1/26/2018	746	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
14.542	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101463967	Along Roadway	2016	11/30/2016	1602	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
14.603	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101535320	Along Roadway	2017	1/26/2017	1517	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
14.717	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101887064	Along Roadway	2017	12/31/2017	2319	Suspected Serious Injury	0	2	1	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
14.941	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101665780	Along Roadway	2017	6/6/2017	1001	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.982	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101849248	Along Roadway	2017	12/5/2017	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
15.257	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101167812	Along Roadway	2016	4/20/2016	959	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	OTHER	Clear	Daylight	Automatic
15.511	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101149203	Along Roadway	2016	3/23/2016	706	Suspected Serious Injury	0	3	1	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
15.526	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101122298	Along Roadway	2016	2/25/2016	757	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
15.85	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101426659	Along Roadway	2016	10/30/2016	0	Suspected Minor Injury	0	1	0	1	1	Deer (Animal)	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
15.999	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101884340	Along Roadway	2018	1/11/2018	854	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
16.311	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101134243	Along Roadway	2016	3/14/2016	1607	Suspected Serious Injury	0	1	1	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
16.343	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101808290	Along Roadway	2017	10/27/2017	1819	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dark-Lighted	Automatic
16.447	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101633109	Along Roadway	2017	4/30/2017	0	Prop Damage (under)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
16.554	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101953805	Along Roadway	2018	3/23/2018	1446	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
16.566	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101424600	Along Roadway	2016	10/27/2016	2123	Suspected Serious Injury	0	2	2	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
16.606	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101607889	Along Roadway	2017	4/8/2017	1153	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
16.616	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	102262596	Along Roadway	2018	12/31/2018	1342	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
16.636	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101278655	Along Roadway	2016	7/2/2016	2012	Suspected Minor Injury	0	2	0	2	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
16.662	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	102084121	Along Roadway	2018	7/23/2018	1119	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
16.959	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101453422	Along Roadway	2016	11/18/2016	835	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
16.974	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	102071758	Along Roadway	2018	7/11/2018	1316	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
17.1	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101573777	Along Roadway	2017	3/5/2017	759	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
15.744	NON_JUNCTION	Roadside -- Right	--	HENRY	SR076	0-NONE	1	101729671	Along Roadway	2017	8/13/2017	1537	Prop Damage (over)	0	0	0	0	1	Bridge Rail	NO COLLISION W/ VEHICLE	Cloudy	Daylight	Automatic
16.677	NON_JUNCTION	Roadside -- Right	--	HENRY	SR076	0-NONE	1	101463106	Along Roadway	2016	11/29/2016	1342	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
15.393	NON_JUNCTION	Outside Trafficway	--	HENRY	SR076	0-NONE	1	101281648	Along Roadway	2016	7/7/2016	1942	Prop Damage (over)	0	0	0	0	1	Fence	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
16.456	NON_JUNCTION	Outside Trafficway	--	HENRY	SR076	0-NONE	1	102095228	Along Roadway	2018	8/1/2018	1550	Fatal	1	0	0	0	1	Other Object (not fixed)	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
14.733	NON_JUNCTION	--	--	HENRY	SR076	0-NONE	1	101126302	Along Roadway	2016	3/2/2016	1040	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
15.088	NON_JUNCTION	--	--	HENRY	SR076	0-NONE	1	101693733	Along Roadway	2017	7/6/2017	738	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	--	Daylight	Automatic
15.558	NON_JUNCTION	--	--	HENRY	SR076	0-NONE	1	101611421	Along Roadway	2017	4/11/2017	2209	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Rain	Dark-Lighted	Automatic
15.719	NON_JUNCTION	--	--	HENRY	SR076	0-NONE	1	101094297	Along Roadway	2016	1/22/2016	137	Prop Damage (over)	0	0	0	0	1	Overturn	NO COLLISION W/ VEHICLE	Sleet/Hail	Dark-Lighted	Automatic
14.42	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101437633	At an Intersection	2016	11/9/2016	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dark-Lighted	Automatic
14.42	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101589338	At an Intersection	2017	3/21/2017	1100	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Clear	Daylight	Automatic
14.42	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101926976	At an Intersection	2018	2/25/2018	508	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dawn	Automatic
14.42	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	102238712	At an Intersection	2018	12/7/2018	1257	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
14.48	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101841062	At an Intersection	2017	11/27/2017	747	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.75	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101184412	At an Intersection	2016	4/29/2016	1644	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
14.75	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101438653	At an Intersection	2016	11/12/2016	1607	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.75	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101782019	At an Intersection	2017	10/4/2017	1604	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.75	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101882078	At an Intersection	2018	1/8/2018	1507	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
14.982	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101165388	At an Intersection	2016	4/16/2016	1207	Suspected Serious Injury	0	1	1	0	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Clear	Daylight	Automatic
15.35	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101279380	At an Intersection	2016	7/4/2016	1655	Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
15.35	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101389841	At an Intersection	2016	9/26/2016	810	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
15.35	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101501526	At an Intersection	2017	1/10/2017	1925	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Dark-Lighted	Automatic
15.35	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101584733	At an Intersection	2017	3/16/2017	643	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
15.35	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101760591	At an Intersection	2017	9/13/2017	1823	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	OTHER	Rain	Dusk	Automatic
15.35	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	102114918	At an Intersection	2018	8/18/2018	1620	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
15.35	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	102161485	At an Intersection	2018	9/29/2018	1103	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
16.778	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	102240502	At an Intersection	2018	12/8/2018	1435	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
17.008	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101602692	At an Intersection	2017	4/3/2017	351	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Rain	DARK-UNKNOWN L	Automatic
15.35	INTERSECTION	Roadside -- Right	--	HENRY	SR076	0-NONE	1	101770776	At an Intersection	2017	9/22/2017	1954	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Clear	Dark-Lighted	Automatic
14.42	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101678127	At an Intersection	2017	6/19/2017	1806	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
14.42	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101816202	At an Intersection	2017	11/6/2017	45	Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Rain	Dark-Lighted	Automatic
14.42	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	102048159	At an Intersection	2018	6/19/2018	1619	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.42	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	102090140	At an Intersection	2018	7/24/2018	1623	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
15.35	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101830573	At an Intersection	2017	11/18/2017	752	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
15.35	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101847046	At an Intersection	2017	12/3/2017	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
15.35	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	102076905	At an Intersection	2018	7/16/2018	2109	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
15.35	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	102170359	At an Intersection	2018	10/6/2018	1441	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.75	INTERSECTION RELATED	On Roadway	--	HENRY	SR076	0-NONE	1	101350520	At an Intersection	2016	8/31/2016	1450	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
14.75	INTERSECTION RELATED	On Roadway	--	HENRY	SR076	0-NONE	1	102076612	At an Intersection	2018	7/16/2018	1331	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
15.35	INTERSECTION RELATED	On Roadway	--	HENRY	SR076	0-NONE	1	101303438	At an Intersection	2016	7/26/2016	728	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
16.447	INTERSECTION RELATED	On Roadway	--	HENRY	SR076	0-NONE	1	102189185	At an Intersection	2018	10/25/2018	1118	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
15.35	INTERSECTION RELATED	Roadside -- Right	--	HENRY	SR076	0-NONE	1	101482622	At an Intersection	2016	12/17/2016	1915	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Dark-Lighted	Automatic
14.42	INTERSECTION RELATED	--	--	HENRY	SR076	0-NONE	1	101163458	At an Intersection	2016	4/13/2016	1458	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.75	INTERSECTION RELATED	--	--	HENRY	SR076	0-NONE	1	101081007	At an Intersection	2016	1/20/2016	823	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Snow	Daylight	Automatic
16.387	INTERSECTION RELATED	--	--	HENRY	SR076	0-NONE	1	101284048	At an Intersection	2016	7/11/2016	1140	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
16.387	INTERSECTION RELATED	--	--	HENRY	SR076	0-NONE	1	101478568	At an Intersection	2016	12/13/2016	1703	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
16.447	INTERSECTION RELATED	--	--	HENRY	SR076	0-NONE	1	101969772	At an Intersection	2018	4/6/2018	1449	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
14.907	DRIVEWAY, ALLEY ACCESS, ET	On Roadway	--	HENRY	SR076	0-NONE	1	101677056	Along Roadway	2017	6/18/2017	1117	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	OTHER	Automatic
14.995	DRIVEWAY, ALLEY ACCESS, ET	On Roadway	--	HENRY	SR076	0-NONE	1	101629734	Along Roadway	2017	4/28/2017	1927	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
15.35	UNKNOWN	On Roadway	--	HENRY	SR076	0-NONE	1	101813982	At an Intersection	2017	11/3/2017	2008	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Dark-Lighted	Automatic

Query: SR77 Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR077
CR_CRASH.Log Mile >= 9.41 And CR_CRASH.Log Mile <= 10.35
CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
9.741	NON_JUNCTION	On Roadway	--	HENRY	SR077	0-NONE	1	101399028	Along Roadway	2016	10/7/2016	743	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.295	NON_JUNCTION	On Roadway	--	HENRY	SR077	0-NONE	1	101867485	Along Roadway	2017	12/22/2017	1712	Suspected Minor Injury	0	1	0	1	1	Pedestrian	NO COLLISION W/ VEHICLE	Rain	Dark-Not Lighted	Automatic
9.812	NON_JUNCTION	Roadside -- Left	--	HENRY	SR077	0-NONE	1	101682588	Along Roadway	2017	6/24/2017	16	Suspected Serious Injury	0	2	2	0	2	Ditch	NO COLLISION W/ VEHICLE	Clear	Dark-Lighted	Automatic
10.29	NON_JUNCTION	--	--	HENRY	SR077	0-NONE	1	101707500	Along Roadway	2017	7/21/2017	925	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
10.295	NON_JUNCTION	--	--	HENRY	SR077	0-NONE	1	101403017	Along Roadway	2016	10/13/2016	1731	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
9.41	INTERSECTION	On Roadway	--	HENRY	SR077	0-NONE	1	101156474	At an Intersection	2016	4/2/2016	2040	Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	REAR-END	Clear	Dark-Not Lighted	Automatic
9.41	INTERSECTION	On Roadway	--	HENRY	SR077	0-NONE	1	101828699	At an Intersection	2017	11/14/2017	1654	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dusk	Automatic
9.41	INTERSECTION	On Roadway	--	HENRY	SR077	0-NONE	1	101990448	At an Intersection	2018	4/26/2018	1933	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dusk	Automatic
9.41	INTERSECTION	On Roadway	--	HENRY	SR077	0-NONE	1	102250290	At an Intersection	2018	12/18/2018	956	Suspected Minor Injury	0	2	0	2	3	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.073	INTERSECTION	On Roadway	--	HENRY	SR077	0-NONE	1	101715763	At an Intersection	2017	7/28/2017	1259	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
9.41	INTERSECTION	--	--	HENRY	SR077	0-NONE	1	101740131	At an Intersection	2017	8/19/2017	807	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.223	INTERSECTION	--	--	HENRY	SR077	0-NONE	1	102186419	At an Intersection	2018	10/22/2018	1601	Suspected Minor Injury	0	1	0	1	1	Pedestrian	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
9.41	INTERSECTION RELATED	On Roadway	--	HENRY	SR077	0-NONE	1	102057155	At an Intersection	2018	6/28/2018	1914	Suspected Serious Injury	0	3	2	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.073	INTERSECTION RELATED	On Roadway	--	HENRY	SR077	0-NONE	1	101490914	At an Intersection	2016	12/27/2016	1614	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
10.148	--	--	--	HENRY	SR077	0-NONE	1	101184699	Along Roadway	2016	4/30/2016	1645	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic

Query: SR 218 Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR218
CR_CRASH.Log Mile >= 8.785 And CR_CRASH.Log Mile <= 10.67
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
10.332	NON_JUNCTION	Roadside -- Left	--	HENRY	SR218	0-NONE	1	101196765	Along Roadway	2016	5/17/2016	751	Suspected Minor Injury	0	1	0	1	1	Other Traffic Barrier	NO COLLISION W/ VEHICLE	Cloudy	Daylight	Automatic
8.816	INTERSECTION	--	--	HENRY	SR218	0-NONE	1	101396945	At an Intersection	2016	10/5/2016	1720	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic

Query: SR356 Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR356
CR_CRASH.Log Mile >= 0 And CR_CRASH.Log Mile <= 0.95
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
0.397	NON_JUNCTION	On Roadway	--	HENRY	SR356	0-NONE	1	101895244	Along Roadway	2018	1/21/2018	1726	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
0.446	NON_JUNCTION	On Roadway	--	HENRY	SR356	0-NONE	1	101758608	Along Roadway	2017	9/12/2017	1159	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
0.588	NON_JUNCTION	On Roadway	--	HENRY	SR356	0-NONE	1	101923363	Along Roadway	2018	2/22/2018	1143	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
0.801	NON_JUNCTION	On Roadway	--	HENRY	SR356	0-NONE	1	101747555	At an Intersection	2017	8/31/2017	2032	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Rain	Dark-Lighted	Automatic
0.924	NON_JUNCTION	On Roadway	--	HENRY	SR356	0-NONE	1	101166439	Along Roadway	2016	4/18/2016	744	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.857	NON_JUNCTION	--	--	HENRY	SR356	0-NONE	1	101730240	Along Roadway	2017	8/14/2017	747	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Rain	Daylight	Automatic
0.801	INTERSECTION	On Roadway	--	HENRY	SR356	0-NONE	1	101579230	At an Intersection	2017	3/10/2017	1342	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.801	INTERSECTION	On Roadway	--	HENRY	SR356	0-NONE	1	101995556	At an Intersection	2018	5/1/2018	732	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.627	INTERSECTION	--	--	HENRY	SR356	0-NONE	1	101639842	At an Intersection	2017	5/7/2017	1737	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.553	INTERSECTION RELATED	On Roadway	--	HENRY	SR356	0-NONE	1	101124913	At an Intersection	2016	2/29/2016	1401	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.12	INTERSECTION RELATED	--	--	HENRY	SR356	0-NONE	1	102248679	At an Intersection	2018	12/16/2018	2111	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
0.801	INTERSECTION RELATED	--	--	HENRY	SR356	0-NONE	1	101474783	At an Intersection	2016	12/2/2016	749	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.17	--	--	--	HENRY	SR356	0-NONE	1	102010257	At an Intersection	2018	5/14/2018	828	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic
0.625	--	--	--	HENRY	SR356	0-NONE	1	101124734	Along Roadway	2016	2/29/2016	904	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic
0.941	--	--	--	HENRY	SR356	0-NONE	1	102057910	Along Roadway	2018	6/29/2018	1332	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic
0.943	--	--	--	HENRY	SR356	0-NONE	1	101907407	Along Roadway	2018	2/1/2018	1406	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic

Query: Tyson Ave Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR076

CR_CRASH.Log Mile >= 13.58 And CR_CRASH.Log Mile <= 14.42
CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
13.615	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	102124974	Along Roadway	2018	8/28/2018	543	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Dark-Lighted	Automatic
13.656	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101928800	Along Roadway	2018	2/27/2018	1157	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
13.762	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	102116030	Along Roadway	2018	8/20/2018	1041	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
13.896	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	102084196	Along Roadway	2018	7/23/2018	834	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
14.112	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101196989	Along Roadway	2016	5/17/2016	1952	Suspected Minor Injury	0	1	0	1	1	Pedalcycle	NO COLLISION W/ VEHICLE	Cloudy	Dark-Lighted	Automatic
14.204	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	102196591	Along Roadway	2018	11/1/2018	114	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Rain	Dark-Lighted	Automatic
14.382	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101620241	Along Roadway	2017	4/20/2017	753	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
14.214	NON_JUNCTION	Roadside -- Left	--	HENRY	SR076	0-NONE	1	101499712	Along Roadway	2017	1/8/2017	0	Prop Damage (over)	0	0	0	0	1	Luminaire/Light Support	NO COLLISION W/ VEHICLE	Clear	Dark-Lighted	Automatic
13.855	NON_JUNCTION	Roadside -- Right	--	HENRY	SR076	0-NONE	1	101854182	Along Roadway	2017	12/10/2017	1332	Suspected Minor Injury	0	1	0	1	1	Building	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
14.209	NON_JUNCTION	Outside Trafficway	--	HENRY	SR076	0-NONE	1	101910330	Along Roadway	2018	2/8/2018	1249	Suspected Minor Injury	0	1	0	1	1	Standing Tree	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
13.604	NON_JUNCTION	--	--	HENRY	SR076	0-NONE	1	101816781	Along Roadway	2017	11/6/2017	1412	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Cloudy	Daylight	Automatic
13.665	NON_JUNCTION	--	--	HENRY	SR076	0-NONE	1	101196490	Along Roadway	2016	5/17/2016	1000	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Cloudy	Daylight	Automatic
14.38	NON_JUNCTION	--	--	HENRY	SR076	0-NONE	1	101099604	At an Intersection	2016	2/4/2016	1400	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
13.7	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101628029	At an Intersection	2017	4/28/2017	1200	Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
13.7	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101779033	At an Intersection	2017	10/2/2017	1106	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
13.96	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101389789	At an Intersection	2016	9/21/2016	1543	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
13.96	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101681068	At an Intersection	2017	6/23/2017	1240	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
13.96	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	102043577	At an Intersection	2018	6/12/2018	742	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.38	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101585992	At an Intersection	2017	3/17/2017	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dusk	Automatic
14.42	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101437633	At an Intersection	2016	11/9/2016	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dark-Lighted	Automatic
14.42	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101589338	At an Intersection	2017	3/21/2017	1100	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Clear	Daylight	Automatic
14.42	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101926976	At an Intersection	2018	2/25/2018	508	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dawn	Automatic
14.42	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	102238712	At an Intersection	2018	12/7/2018	1257	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
13.805	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101431932	At an Intersection	2016	11/4/2016	1406	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.42	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101678127	At an Intersection	2017	6/19/2017	1806	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
14.42	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101816202	At an Intersection	2017	11/6/2017	45	Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Rain	Dark-Lighted	Automatic
14.42	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	102048159	At an Intersection	2018	6/19/2018	1619	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.42	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	102090140	At an Intersection	2018	7/24/2018	1623	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
14.17	INTERSECTION RELATED	On Roadway	--	HENRY	SR076	0-NONE	1	102055720	At an Intersection	2018	6/27/2018	1220	Suspected Minor Injury	0	4	0	4	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.38	INTERSECTION RELATED	--	--	HENRY	SR076	0-NONE	1	101098292	At an Intersection	2016	2/2/2016	1639	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Cloudy	Daylight	Automatic
14.42	INTERSECTION RELATED	--	--	HENRY	SR076	0-NONE	1	101163458	At an Intersection	2016	4/13/2016	1458	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
14.347	CROSSOVER RELATED	On Roadway	--	HENRY	SR076	0-NONE	1	102031658	Along Roadway	2018	6/2/2018	1710	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
13.712	OTHER	--	--	HENRY	SR076	0-NONE	1	101387299	Along Roadway	2016	9/22/2016	1857	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport in other R	ANGLE	Clear	Daylight	Automatic

Query: Tyson Ave Crashes 2
CR_CRASH.County = HENRY
CR_CRASH.Route = SR076
CR_CRASH.Log Mile >= 13.44 And CR_CRASH.Log Mile <= 13.58
CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
13.47	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	102176733	Along Roadway	2018	10/12/2018	1706	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
13.535	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101717318	Along Roadway	2017	7/31/2017	1600	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
13.539	NON_JUNCTION	On Roadway	--	HENRY	SR076	0-NONE	1	101783277	Along Roadway	2017	10/3/2017	1522	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
13.569	NON_JUNCTION	--	--	HENRY	SR076	0-NONE	1	102052669	Along Roadway	2018	6/18/2018	1715	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
13.498	DRIVEWAY, ALLEY ACCESS, ET	--	--	HENRY	SR076	0-NONE	1	101664055	Along Roadway	2017	5/30/2017	1157	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
13.546	OTHER	On Roadway	--	HENRY	SR076	0-NONE	1	101653859	Along Roadway	2017	5/24/2017	1759	Suspected Minor Injury	0	4	0	4	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic

Query: Veterans Dr Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR069
CR_CRASH.Log Mile >= 12.07 And CR_CRASH.Log Mile <= 13.03
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
12.157	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101772315	Along Roadway	2017	9/26/2017	750	Suspected Minor Injury	0	2	0	2	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.637	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102158215	Along Roadway	2018	9/26/2018	1218	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
12.902	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101904601	Along Roadway	2018	2/2/2018	1119	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.087	NON_JUNCTION	On Roadway	--	HENRY	SR069	2-ALTERNA	1	101327373	Along Roadway	2016	8/13/2016	1718	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
12.342	NON_JUNCTION	On Roadway	--	HENRY	SR069	2-ALTERNA	1	101681109	Along Roadway	2017	6/20/2017	1800	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.294	NON_JUNCTION	Shoulder	--	HENRY	SR069	0-NONE	1	101489810	Along Roadway	2016	12/28/2016	0	Prop Damage (over)	0	0	0	0	1	Guardrail Face	NO COLLISION W/ VEHICLE	Rain	Dark-Lighted	Automatic
12.824	NON_JUNCTION	Shoulder	--	HENRY	SR069	0-NONE	1	101275255	Along Roadway	2016	6/29/2016	932	Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
12.253	NON_JUNCTION	Outside Trafficway	--	HENRY	SR069	0-NONE	1	101716817	Along Roadway	2017	7/31/2017	845	Suspected Minor Injury	0	1	0	1	1	Guardrail Face	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
12.314	NON_JUNCTION	OTHER	--	HENRY	SR069	0-NONE	1	102154540	Along Roadway	2018	9/22/2018	2201	Prop Damage (over)	0	0	0	0	1	Overturn	NO COLLISION W/ VEHICLE	Rain	Dark-Lighted	Automatic
12.603	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	102182688	Along Roadway	2018	10/19/2018	1520	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
12.893	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101851154	Along Roadway	2017	12/7/2017	1557	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.92	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101665963	At an Intersection	2017	6/6/2017	1203	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
12.446	NON_JUNCTION	--	--	HENRY	SR069	2-ALTERNA	1	101693690	Along Roadway	2017	7/6/2017	718	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
12.471	NON_JUNCTION	--	--	HENRY	SR069	2-ALTERNA	1	101968418	Along Roadway	2018	4/5/2018	1809	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.59	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101333498	At an Intersection	2016	8/18/2016	1342	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.59	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101703254	At an Intersection	2017	7/16/2017	1536	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.59	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101758755	At an Intersection	2017	9/12/2017	1511	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
12.59	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101798428	At an Intersection	2017	10/20/2017	1408	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.59	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101827320	At an Intersection	2017	11/16/2017	754	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.59	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101831950	At an Intersection	2017	11/20/2017	1235	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.59	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102010643	At an Intersection	2018	5/14/2018	1210	Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.59	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102164236	At an Intersection	2018	10/1/2018	1755	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.59	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102211882	At an Intersection	2018	11/15/2018	1230	Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	HEAD-ON	Cloudy	Daylight	Automatic
12.92	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101706958	At an Intersection	2017	7/19/2017	1831	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
12.972	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101365291	At an Intersection	2016	9/9/2016	2143	Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.972	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101484937	At an Intersection	2016	12/22/2016	1839	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Dark-Lighted	Automatic
12.972	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101693801	At an Intersection	2017	7/6/2017	846	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.972	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101760574	At an Intersection	2017	9/13/2017	1635	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
12.972	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101871358	At an Intersection	2017	12/28/2017	1510	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.972	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102201963	At an Intersection	2018	11/5/2018	1352	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.972	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102249456	At an Intersection	2018	12/17/2018	1353	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.59	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101682741	At an Intersection	2017	6/25/2017	713	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.59	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101797247	At an Intersection	2017	10/19/2017	1531	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.972	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101470812	At an Intersection	2016	12/8/2016	857	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	--
12.972	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101939244	At an Intersection	2018	3/9/2018	1742	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.972	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101186648	At an Intersection	2016	5/3/2016	1330	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
12.41	INTERSECTION RELATED	--	--	HENRY	SR069	2-ALTERNA	1	101726236	At an Intersection	2017	8/10/2017	819	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic

Query: Veterans Dr Crashes 2
CR_CRASH.County = HENRY
CR_CRASH.Route = SR069
CR_CRASH.Log Mile <= 12.07 And CR_CRASH.Log Mile >= 12.05
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
12.05	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	102192775	At an Intersection	2018	10/28/2018	1259	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101073212	At an Intersection	2016	1/6/2016	2128	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101095072	At an Intersection	2016	1/27/2016	1734	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101102616	At an Intersection	2016	2/8/2016	1533	Suspected Serious Injury	0	2	2	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101120037	At an Intersection	2016	2/21/2016	1754	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101149323	At an Intersection	2016	3/23/2016	1000	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101156031	At an Intersection	2016	4/1/2016	1342	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101405625	At an Intersection	2016	10/13/2016	1731	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101576450	At an Intersection	2017	3/8/2017	830	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101683330	At an Intersection	2017	6/25/2017	0	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101685535	At an Intersection	2017	6/28/2017	1458	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101845592	At an Intersection	2017	12/1/2017	1013	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101874530	At an Intersection	2017	12/31/2017	1848	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101983077	At an Intersection	2018	4/19/2018	1921	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101988676	At an Intersection	2018	4/17/2018	737	Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102153705	At an Intersection	2018	9/21/2018	1219	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102234748	At an Intersection	2018	12/3/2018	1709	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102241706	At an Intersection	2018	12/10/2018	1435	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101104779	At an Intersection	2016	2/10/2016	1640	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Snow	Daylight	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101357026	At an Intersection	2016	9/8/2016	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101462242	At an Intersection	2016	11/28/2016	1528	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Dusk	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101633660	At an Intersection	2017	5/4/2017	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101814384	At an Intersection	2017	11/3/2017	644	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dark-Lighted	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101915488	At an Intersection	2018	2/13/2018	2036	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102125190	At an Intersection	2018	8/28/2018	923	Suspected Minor Injury	0	2	0	2	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102135883	At an Intersection	2018	9/6/2018	1406	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.05	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	102197004	At an Intersection	2018	11/1/2018	1217	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
12.05	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101274825	At an Intersection	2016	6/28/2016	1543	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	REAR-END	Rain	OTHER	Automatic

12.05	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101875000	At an Intersection	2017	12/31/2017	1833	Suspected Minor Injury	0	2	0	2	2 Vehicle in Transport	REAR-END	Clear	Dark-Lighted	Automatic					
12.05	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101319764	At an Intersection	2016	8/3/2016	1811	Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic					
12.05	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101671865	At an Intersection	2017	6/12/2017	1749	Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic					
12.05	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101942760	At an Intersection	2018	3/12/2018	1656	Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic					
12.05	INTERSECTION RELATED	--	--	HENRY	SR069	0-NONE	1	101980665	At an Intersection	2018	4/16/2018	1705	Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic					
12.063	OTHER	Roadside -- Right	--	HENRY	SR069	2-ALTERNA	1	101899430	Along Roadway	2018	1/26/2018	1111	Prop Damage (over)	0	0	0	0	1 Utility Pole	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic					

Query: Volunteer Dr Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = 05363
CR_CRASH.Log Mile >= 0 And CR_CRASH.Log Mile <= 1.49
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
0.095	NON_JUNCTION	On Roadway	--	HENRY	05363	0-NONE	1	101437945	Along Roadway	2016	11/11/2016	1605	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.482	NON_JUNCTION	On Roadway	--	HENRY	05363	0-NONE	1	101469305	Along Roadway	2016	12/6/2016	1605	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	--
0.645	NON_JUNCTION	On Roadway	--	HENRY	05363	0-NONE	1	101728294	Along Roadway	2017	8/11/2017	1538	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
0.872	NON_JUNCTION	On Roadway	--	HENRY	05363	0-NONE	1	101803531	Along Roadway	2017	10/25/2017	1456	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
1.178	NON_JUNCTION	On Roadway	--	HENRY	05363	0-NONE	1	101667713	Along Roadway	2017	6/8/2017	1305	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
1.302	NON_JUNCTION	On Roadway	--	HENRY	05363	0-NONE	1	102037112	Along Roadway	2018	6/8/2018	1422	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Clear	Daylight	Automatic
0.356	NON_JUNCTION	--	--	HENRY	05363	0-NONE	1	101828790	Along Roadway	2017	11/17/2017	1221	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	SIDESWIPE, OPP DIR	Cloudy	Daylight	Automatic
0.377	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	101569104	At an Intersection	2017	2/27/2017	1808	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
0.377	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	101678633	At an Intersection	2017	6/20/2017	1159	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.377	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	101766875	At an Intersection	2017	9/13/2017	1641	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Rain	Daylight	Automatic
0.377	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	101772709	At an Intersection	2017	9/26/2017	1138	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.73	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	101209505	At an Intersection	2016	5/20/2016	946	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
0.73	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	101284990	At an Intersection	2016	7/13/2016	1222	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.73	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	101456727	At an Intersection	2016	11/21/2016	1646	Fatal	1	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
1.08	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	101183171	At an Intersection	2016	4/28/2016	1217	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
1.08	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	101355389	At an Intersection	2016	9/6/2016	2029	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
1.08	INTERSECTION	On Roadway	--	HENRY	05363	0-NONE	1	102150941	At an Intersection	2018	9/19/2018	1921	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.446	INTERSECTION	--	--	HENRY	05363	0-NONE	1	101958680	At an Intersection	2018	3/28/2018	1147	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
1.08	INTERSECTION	--	--	HENRY	05363	0-NONE	1	101072156	At an Intersection	2016	1/5/2016	843	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	OTHER	Clear	Daylight	Automatic
1.08	INTERSECTION RELATED	On Roadway	--	HENRY	05363	0-NONE	1	101429446	At an Intersection	2016	11/2/2016	1504	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
1.08	INTERSECTION RELATED	On Roadway	--	HENRY	05363	0-NONE	1	101623523	At an Intersection	2017	4/22/2017	2112	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic

Query: W Washington Crash
CR_CRASH.County = HENRY
CR_CRASH.Route = 03064
CR_CRASH.Log Mile >= 0.78 And CR_CRASH.Log Mile <= 0.89
CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
0.883	NON_JUNCTION	--	--	HENRY	03064	0-NONE	1	101320658	Along Roadway	2016	8/5/2016	0	Prop Damage (over)	0	0	0	0	2	Other Object (not fixed)	NO COLLISION W/ VEHICLE	Unknown	Dark-Lighted	Automatic

Query: E Washington Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = 03064
CR_CRASH.Log Mile >= 0.89 And CR_CRASH.Log Mile <= 1.607
CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
1.161	NON_JUNCTION	On Roadway	--	HENRY	03064	0-NONE	1	101741763	Along Roadway	2017	8/25/2017	1223	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Clear	Daylight	Automatic
1.602	NON_JUNCTION	On Roadway	--	HENRY	03064	0-NONE	1	101331017	Along Roadway	2016	8/19/2016	752	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
1.079	NON_JUNCTION	Shoulder	--	HENRY	03064	0-NONE	1	101386930	Along Roadway	2016	9/22/2016	1135	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
0.976	NON_JUNCTION	In Parking Lane	--	HENRY	03064	0-NONE	1	101700126	Along Roadway	2017	7/13/2017	1009	Suspected Minor Injury	0	1	0	1	2	Parked Motor Vehicle	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
0.93	NON_JUNCTION	--	--	HENRY	03064	0-NONE	1	101407417	Along Roadway	2016	10/19/2016	1333	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
1.01	INTERSECTION	On Roadway	--	HENRY	03064	0-NONE	1	102165729	At an Intersection	2018	10/3/2018	1039	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR TO REAR	Clear	Daylight	Automatic
1.332	INTERSECTION	On Roadway	--	HENRY	03064	0-NONE	1	101183912	At an Intersection	2016	4/29/2016	1234	Suspected Minor Injury	0	2	0	2	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
0.952	INTERSECTION	--	--	HENRY	03064	0-NONE	1	101896238	At an Intersection	2018	1/24/2018	1651	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.952	INTERSECTION RELATED	--	--	HENRY	03064	0-NONE	1	102043483	At an Intersection	2018	6/14/2018	1415	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR TO SIDE	Clear	Daylight	Automatic
0.986	--	--	--	HENRY	03064	0-NONE	1	101876795	Along Roadway	2018	1/3/2018	105	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic

Query: 218 & Tyson
CR_CRASH.County = HENRY
CR_CRASH.Route = SR076
CR_CRASH.Log Mile >= 11.649 And CR_CRASH.Log Mile <= 12.87
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
12.156	NON_JUNCTION	--	--	HENRY	SR076	0-NONE	1	102215304	Along Roadway	2018	11/16/2018	1229	Prop Damage (over)	0	0	0	0	2	Cargo Equip Loss/Shift	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
11.78	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101105432	At an Intersection	2016	2/5/2016	1703	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.78	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101317022	At an Intersection	2016	7/30/2016	1820	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	OTHER	Clear	Daylight	Automatic
11.78	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101743073	At an Intersection	2017	8/21/2017	1740	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
11.78	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	101823086	At an Intersection	2017	11/8/2017	558	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.78	INTERSECTION	On Roadway	--	HENRY	SR076	0-NONE	1	102165747	At an Intersection	2018	10/3/2018	1130	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
11.78	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101493931	At an Intersection	2017	1/1/2017	1249	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
11.78	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101551753	At an Intersection	2017	2/9/2017	1630	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
11.78	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	101861320	At an Intersection	2017	12/13/2017	1219	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.78	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	102000092	At an Intersection	2018	5/4/2018	2222	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dark-Not Lighted	Automatic
11.78	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	102015983	At an Intersection	2018	5/14/2018	1833	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.78	INTERSECTION	--	--	HENRY	SR076	0-NONE	1	102223777	At an Intersection	2018	11/22/2018	1712	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dusk	Automatic
11.78	INTERSECTION RELATED	On Roadway	--	HENRY	SR076	0-NONE	1	101283924	At an Intersection	2016	7/4/2016	2110	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Dark-Not Lighted	Automatic
11.78	INTERSECTION RELATED	On Roadway	--	HENRY	SR076	0-NONE	1	101874063	At an Intersection	2017	12/29/2017	1557	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
11.78	INTERSECTION RELATED	--	--	HENRY	SR076	0-NONE	1	101430887	At an Intersection	2016	11/1/2016	1419	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic

Query: 641 Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = SR069
CR_CRASH.Log Mile >= 10.36 And CR_CRASH.Log Mile <= 10.63
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
10.51	NON_JUNCTION	On Roadway	--	HENRY	SR069	0-NONE	1	101668401	At an Intersection	2017	6/9/2017	823	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.467	NON_JUNCTION	On Roadway	--	HENRY	SR069	2-ALTERNA	1	102042607	Along Roadway	2018	6/14/2018	835	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
10.571	NON_JUNCTION	--	--	HENRY	SR069	0-NONE	1	101804582	Along Roadway	2017	10/26/2017	1535	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.454	NON_JUNCTION	--	--	HENRY	SR069	2-ALTERNA	1	101100749	Along Roadway	2016	2/4/2016	1518	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.499	NON_JUNCTION	--	--	HENRY	SR069	2-ALTERNA	1	102196834	Along Roadway	2018	10/31/2018	1731	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
10.519	NON_JUNCTION	--	--	HENRY	SR069	2-ALTERNA	1	101389085	Along Roadway	2016	9/24/2016	1153	Prop Damage (over)	0	0	0	0	1	Other Fixed Object	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
10.538	NON_JUNCTION	--	--	HENRY	SR069	2-ALTERNA	1	101151156	Along Roadway	2016	3/21/2016	1530	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101473455	At an Intersection	2016	12/10/2016	2100	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	SIDESWIPE, OPP DIR	Clear	Dark-Lighted	--
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101649766	At an Intersection	2017	5/19/2017	1015	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	101744935	At an Intersection	2017	8/28/2017	1557	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102018164	At an Intersection	2018	5/21/2018	1735	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.63	INTERSECTION	On Roadway	--	HENRY	SR069	0-NONE	1	102233223	At an Intersection	2018	12/2/2018	1746	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
10.49	INTERSECTION	On Roadway	--	HENRY	SR069	2-ALTERNA	1	102223582	At an Intersection	2018	10/28/2018	1609	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.51	INTERSECTION	Shoulder	--	HENRY	SR069	0-NONE	1	102119459	At an Intersection	2018	8/23/2018	1248	Suspected Minor Injury	0	1	0	1	1	Culvert	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
10.63	INTERSECTION	--	--	HENRY	SR069	0-NONE	1	101454236	At an Intersection	2016	11/15/2016	1632	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDESWIPE, SAME DIR	Clear	Daylight	Automatic
10.49	INTERSECTION	--	--	HENRY	SR069	2-ALTERNA	1	101970755	At an Intersection	2018	4/4/2018	1110	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
10.63	INTERSECTION RELATED	On Roadway	--	HENRY	SR069	0-NONE	1	101970820	At an Intersection	2018	4/6/2018	1705	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
10.49	INTERSECTION RELATED	--	--	HENRY	SR069	2-ALTERNA	1	102078700	At an Intersection	2018	7/18/2018	1652	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
10.437	DRIVEWAY, ALLEY ACCESS, ET	Roadside -- Left	--	HENRY	SR069	2-ALTERNA	1	101301962	Along Roadway	2016	7/19/2016	0	Prop Damage (over)	0	0	0	0	1	Wall	NO COLLISION W/ VEHICLE	Unknown	Daylight	Automatic

Query: Lone Oak & Wilson Crashes
CR_CRASH.County = HENRY
CR_CRASH.Route = 03066
CR_CRASH.Date of Crash >= 1/1/2016 And CR_CRASH.Date of Crash <= 12/31/2018

BLM	Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cse	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
0.563	NON_JUNCTION	On Roadway	--	HENRY	03066	0-NONE	1	101193681	Along Roadway	2016	5/13/2016	742	Suspected Minor Injury	0	2	0	2	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.981	NON_JUNCTION	On Roadway	--	HENRY	03066	0-NONE	1	101349790	Along Roadway	2016	8/30/2016	1712	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
1.244	NON_JUNCTION	On Roadway	--	HENRY	03066	0-NONE	1	102018318	At an Intersection	2018	5/21/2018	1207	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
1.39	NON_JUNCTION	On Roadway	--	HENRY	03066	0-NONE	1	102208855	Along Roadway	2018	11/12/2018	724	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Dawn	Automatic
1.762	NON_JUNCTION	On Roadway	--	HENRY	03066	0-NONE	1	101676992	Along Roadway	2017	6/18/2017	1247	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
1.764	NON_JUNCTION	On Roadway	--	HENRY	03066	0-NONE	1	101641016	Along Roadway	2017	5/10/2017	1537	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.286	NON_JUNCTION	Roadside -- Left	--	HENRY	03066	0-NONE	1	102157115	Along Roadway	2018	9/25/2018	1535	Suspected Minor Injury	0	1	0	1	1	Other Object (not fixed)	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
0.971	NON_JUNCTION	Outside Trafficway	--	HENRY	03066	0-NONE	1	102136155	Along Roadway	2018	9/6/2018	1839	Prop Damage (over)	0	0	0	0	1	Other Object (not fixed)	NO COLLISION W/ VEHICLE	Rain	Daylight	Automatic
0.916	NON_JUNCTION	--	--	HENRY	03066	0-NONE	1	102105870	Along Roadway	2018	8/8/2018	1529	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
1.062	NON_JUNCTION	--	--	HENRY	03066	0-NONE	1	101916058	Along Roadway	2018	2/14/2018	755	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
0.136	INTERSECTION	On Roadway	--	HENRY	03066	0-NONE	1	101122279	At an Intersection	2016	2/25/2016	942	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
0.136	INTERSECTION	On Roadway	--	HENRY	03066	0-NONE	1	101388596	At an Intersection	2016	9/23/2016	1721	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.136	INTERSECTION	On Roadway	--	HENRY	03066	0-NONE	1	101393348	At an Intersection	2016	9/30/2016	1530	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
0.136	INTERSECTION	On Roadway	--	HENRY	03066	0-NONE	1	101856093	At an Intersection	2017	12/11/2017	1527	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.136	INTERSECTION	On Roadway	--	HENRY	03066	0-NONE	1	102171972	At an Intersection	2018	10/9/2018	809	Suspected Minor Injury	0	4	0	4	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic

0.58	INTERSECTION	On Roadway	--	HENRY	03066	0-NONE	1	101238883	At an Intersection	2016	6/3/2016	1150	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
1.244	INTERSECTION	--	--	HENRY	03066	0-NONE	1	101326260	At an Intersection	2016	8/4/2016	1402	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	OTHER	Clear	Daylight	Automatic
0.136	INTERSECTION RELATED	On Roadway	--	HENRY	03066	0-NONE	1	101197032	At an Intersection	2016	5/17/2016	1753	Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.247	INTERSECTION RELATED	--	--	HENRY	03066	0-NONE	1	101776077	At an Intersection	2017	9/29/2017	750	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic

TSM&O
PARIS, TENNESSEE

Appendix D:
EXISTING LEVEL OF SERVICE

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of
Transportation

INTERSECTION LEVEL OF SERVICE ANALYSIS

Paris TSM&O

	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
Intersection	AM	MD	PM	AM	MD	PM	
W Wood St & Irvine St	A	A	A				Detection present on NB approach but constant call for Phase 4 (NB & SB)
W Wood St & Market St	B	B	B				Left turn phases operate under the same phase due to existing equipment
N Market St & Rison St	A	A	A				
N Market St & Ruff St	B	B	B				
N Market St & Washington St	A	A	B				
S Market St & Blythe St	A	A	B				
E Washington St & Poplar St	A	A	A				
E Wood St & Poplar St	A	A	A				
E Wood St & Brewer St	A	A	A				
E Wood St & Highland St	A	A	A				
E Wood St & Lake St	A	A	A				
E Wood St & Tyson Ave	B	B	B				
E Wood St & Volunteer Dr	B	B	B				

INTERSECTION LEVEL OF SERVICE ANALYSIS

Paris TSM&O

	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
Intersection	AM	MD	PM	AM	MD	PM	
E Wood St & Fairgrounds Rd /Chickasaw Rd	A	A	A				Broken detector on SB approach. Phase 2 (SB) constant call.
Veterans Dr & Dunlap St	A	A	A				Pedestrian Push Button stops Veterans Dr (NB & SB) and gives green to Dunlap St. Phase 1 (SB LT) and Phase 5 (NB LT) are disconnected but two 150A2L signal heads are present.
Veterans Dr/Mineral Wells Dr & Tyson Ave	B	B	C				
Mineral Wells Dr & Jim Adams Dr	B	B	B				
Mineral Wells Dr & Memorial Dr	B	B	B				
Memorial Dr & Volunteer Dr	A	B	B				
Memorial Dr & SR-69/US-641	B	B	B				
Volunteer Dr & Patriot Ave	C	B	C				AM and PM Peak Plan programs are not running.
Volunteer Dr & Jim Adams Dr	B	B	B				AM and PM Peak Plan programs are not running.
Tyson Ave & Joy St	B	B	B				
SR-76/US-79 & SR-218	A	A	A				
Lone Oak Rd & Wilson St	A	A	A				Stop Bars are not present.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	365	26	14	250	0	12	0	6	0	2	0
Future Volume (veh/h)	0	365	26	14	250	0	12	0	6	0	2	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1909	1948	1872	1872	1910	1910	1872	1910	1862	1825	1862
Adj Flow Rate, veh/h	0	401	29	15	275	0	13	0	7	0	2	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	1104	80	627	1174	0	263	22	96	0	332	0
Arrive On Green	0.00	0.63	0.63	0.63	0.63	0.00	0.18	0.00	0.18	0.00	0.18	0.00
Sat Flow, veh/h	1127	1760	127	959	1872	0	855	123	526	0	1825	0
Grp Volume(v), veh/h	0	0	430	15	275	0	20	0	0	0	2	0
Grp Sat Flow(s),veh/h/ln	1127	0	1887	959	1872	0	1504	0	0	0	1825	0
Q Serve(g_s), s	0.0	0.0	6.1	0.4	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	6.1	6.5	3.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.00	0.65		0.35	0.00		0.00
Lane Grp Cap(c), veh/h	131	0	1184	627	1174	0	381	0	0	0	332	0
V/C Ratio(X)	0.00	0.00	0.36	0.02	0.23	0.00	0.05	0.00	0.00	0.00	0.01	0.00
Avail Cap(c_a), veh/h	131	0	1184	627	1174	0	381	0	0	0	332	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	4.9	6.5	4.5	0.0	18.6	0.0	0.0	0.0	18.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.1	0.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.4	0.1	1.9	0.0	0.3	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	5.8	6.6	4.9	0.0	18.9	0.0	0.0	0.0	18.5	0.0
LnGrp LOS			A	A	A		B				B	
Approach Vol, veh/h		430			290			20			2	
Approach Delay, s/veh		5.8			5.0			18.9			18.5	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		15.0		40.0		15.0
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0
Max Green Setting (Gmax), s		34.5		10.0		34.5		10.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	235	86	11	161	36	106	150	33	75	175	33
Future Volume (veh/h)	8	235	86	11	161	36	106	150	33	75	175	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	9	258	95	12	177	40	116	165	36	82	192	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	412	152	278	472	107	593	527	115	611	537	101
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.09	0.35	0.35	0.09	0.35	0.35
Sat Flow, veh/h	1154	1293	476	1029	1479	334	1783	1490	325	1765	1518	285
Grp Volume(v), veh/h	9	0	353	12	0	217	116	0	201	82	0	228
Grp Sat Flow(s),veh/h/ln	1154	0	1769	1029	0	1813	1783	0	1815	1765	0	1803
Q Serve(g_s), s	0.4	0.0	9.8	0.6	0.0	5.4	2.2	0.0	4.7	1.6	0.0	5.4
Cycle Q Clear(g_c), s	5.7	0.0	9.8	10.4	0.0	5.4	2.2	0.0	4.7	1.6	0.0	5.4
Prop In Lane	1.00		0.27	1.00		0.18	1.00		0.18	1.00		0.16
Lane Grp Cap(c), veh/h	385	0	564	278	0	578	593	0	641	611	0	637
V/C Ratio(X)	0.02	0.00	0.63	0.04	0.00	0.38	0.20	0.00	0.31	0.13	0.00	0.36
Avail Cap(c_a), veh/h	385	0	564	278	0	578	593	0	641	611	0	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	16.8	21.2	0.0	15.3	9.7	0.0	13.6	9.5	0.0	13.9
Incr Delay (d2), s/veh	0.1	0.0	5.2	0.3	0.0	1.9	0.7	0.0	1.3	0.5	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.6	0.2	0.0	3.0	1.2	0.0	2.6	0.8	0.0	2.9
LnGrp Delay(d),s/veh	17.6	0.0	22.0	21.5	0.0	17.1	10.5	0.0	14.9	9.9	0.0	15.4
LnGrp LOS	B		C	C		B	B		B	A		B
Approach Vol, veh/h		362			229			317			310	
Approach Delay, s/veh		21.9			17.4			13.3			14.0	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	25.0		23.0	10.0	25.0		23.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	20.5		18.5	5.5	20.5		18.5
Max Q Clear Time (g_c+I1), s	0.0	0.0		0.0	0.0	0.0		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		16.8
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	354	2	5	290	3	2	4	7	6	1	1
Future Volume (veh/h)	1	354	2	5	290	3	2	4	7	6	1	1
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1872	1872	1910	1938	1900	1938	1928	1891	1928
Adj Flow Rate, veh/h	1	416	2	6	341	4	2	5	8	7	1	1
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	649	815	4	596	821	10	197	35	56	360	10	10
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1021	1834	9	969	1847	22	225	562	900	1183	169	169
Grp Volume(v), veh/h	1	0	418	6	0	345	15	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1021	0	1843	969	0	1868	1687	0	0	1521	0	0
Q Serve(g_s), s	0.0	0.0	3.6	0.1	0.0	2.8	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	3.6	3.7	0.0	2.8	0.2	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.01	0.13		0.53	0.78		0.11
Lane Grp Cap(c), veh/h	649	0	819	596	0	831	288	0	0	381	0	0
V/C Ratio(X)	0.00	0.00	0.51	0.01	0.00	0.42	0.05	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	2233	0	3677	2100	0	3729	1645	0	0	1581	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.2	0.0	4.4	5.8	0.0	4.2	9.9	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.8	0.0	0.0	1.4	0.1	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	5.2	0.0	4.8	5.8	0.0	4.5	9.9	0.0	0.0	9.9	0.0	0.0
LnGrp LOS	A		A	A		A	A			A		
Approach Vol, veh/h		419			351			15			9	
Approach Delay, s/veh		4.8			4.5			9.9			9.9	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.4		6.9		15.4		6.9
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		44.5		19.5		44.5		19.5
Max Q Clear Time (g_c+I1), s		5.6		2.1		5.7		2.2
Green Ext Time (p_c), s		2.6		0.0		2.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	357	12	1	312	30	10	15	5	48	25	8
Future Volume (veh/h)	5	357	12	1	312	30	10	15	5	48	25	8
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1853	1852	1816	1852	1919	1881	1919
Adj Flow Rate, veh/h	6	425	14	1	371	36	12	18	6	57	30	10
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	780	1290	42	740	1326	1127	134	77	22	191	38	13
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.72	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	979	1802	59	941	1853	1575	446	996	288	946	498	166
Grp Volume(v), veh/h	6	0	439	1	371	36	36	0	0	97	0	0
Grp Sat Flow(s),veh/h/ln	979	0	1862	941	1853	1575	1730	0	0	1611	0	0
Q Serve(g_s), s	0.1	0.0	4.2	0.0	3.4	0.3	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	4.2	4.3	3.4	0.3	0.9	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.03	1.00		1.00	0.33		0.17	0.59		0.10
Lane Grp Cap(c), veh/h	780	0	1332	740	1326	1127	233	0	0	243	0	0
V/C Ratio(X)	0.01	0.00	0.33	0.00	0.28	0.03	0.15	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	780	0	1332	740	1326	1127	618	0	0	619	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.1	0.0	2.6	3.3	2.4	2.0	21.0	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	0.5	0.1	0.3	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	0.0	1.9	0.2	0.5	0.0	0.0	1.3	0.0	0.0
LnGrp Delay(d),s/veh	3.1	0.0	3.2	3.3	3.0	2.0	21.3	0.0	0.0	22.8	0.0	0.0
LnGrp LOS	A		A	A	A	A	C			C		
Approach Vol, veh/h		445			408			36			97	
Approach Delay, s/veh		3.2			2.9			21.3			22.8	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		8.2		40.0		8.2
Change Period (Y+Rc), s		5.5		4.5		5.5		4.5
Max Green Setting (Gmax), s		34.5		15.5		34.5		15.5
Max Q Clear Time (g_c+I1), s		6.2		4.8		6.3		2.9
Green Ext Time (p_c), s		3.8		0.3		3.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	36	28	28	40	33	21	183	33	13	211	7
Future Volume (veh/h)	8	36	28	28	40	33	21	183	33	13	211	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	8	38	29	29	42	35	22	193	35	14	222	7
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	456	275	210	468	266	222	697	856	155	692	991	31
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1310	977	745	1335	945	788	1153	1543	280	1142	1787	56
Grp Volume(v), veh/h	8	0	67	29	0	77	22	0	228	14	0	229
Grp Sat Flow(s),veh/h/ln	1310	0	1722	1335	0	1733	1153	0	1823	1142	0	1843
Q Serve(g_s), s	0.3	0.0	1.6	0.9	0.0	1.8	0.5	0.0	3.5	0.3	0.0	3.5
Cycle Q Clear(g_c), s	2.1	0.0	1.6	2.5	0.0	1.8	4.0	0.0	3.5	3.9	0.0	3.5
Prop In Lane	1.00		0.43	1.00		0.45	1.00		0.15	1.00		0.03
Lane Grp Cap(c), veh/h	456	0	485	468	0	488	697	0	1011	692	0	1022
V/C Ratio(X)	0.02	0.00	0.14	0.06	0.00	0.16	0.03	0.00	0.23	0.02	0.00	0.22
Avail Cap(c_a), veh/h	456	0	485	468	0	488	697	0	1011	692	0	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	14.8	15.7	0.0	14.8	7.3	0.0	6.2	7.2	0.0	6.2
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.3	0.0	0.7	0.1	0.0	0.5	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.8	0.4	0.0	1.0	0.2	0.0	1.9	0.1	0.0	1.9
LnGrp Delay(d),s/veh	15.7	0.0	15.4	16.0	0.0	15.5	7.3	0.0	6.8	7.3	0.0	6.7
LnGrp LOS	B		B	B		B	A		A	A		A
Approach Vol, veh/h		75			106			250			243	
Approach Delay, s/veh		15.4			15.6			6.8			6.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		30.5		15.5		30.5		15.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	9	3	2	9	14	5	163	13	6	267	19
Future Volume (veh/h)	10	9	3	2	9	14	5	163	13	6	267	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1919	1881	1919	1881	1881	1919	1853	1853	1890
Adj Flow Rate, veh/h	12	11	4	2	11	18	6	204	16	8	334	24
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	228	72	68	204	296	540	914	72	649	907	65
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	613	761	239	31	680	985	1029	1722	135	1151	1709	123
Grp Volume(v), veh/h	27	0	0	31	0	0	6	0	220	8	0	358
Grp Sat Flow(s),veh/h/ln	1613	0	0	1697	0	0	1029	0	1858	1151	0	1832
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	4.1	0.2	0.0	7.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.8	0.0	0.0	7.6	0.0	4.1	4.3	0.0	7.4
Prop In Lane	0.44		0.15	0.06		0.58	1.00		0.07	1.00		0.07
Lane Grp Cap(c), veh/h	564	0	0	568	0	0	540	0	986	649	0	972
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.00	0.01	0.00	0.22	0.01	0.00	0.37
Avail Cap(c_a), veh/h	564	0	0	568	0	0	540	0	986	649	0	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	16.2	0.0	0.0	11.1	0.0	8.1	9.3	0.0	8.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.1	0.0	2.2	0.1	0.0	4.0
LnGrp Delay(d),s/veh	16.3	0.0	0.0	16.4	0.0	0.0	11.2	0.0	8.6	9.3	0.0	10.0
LnGrp LOS	B			B			B		A	A		A
Approach Vol, veh/h		27			31			226			366	
Approach Delay, s/veh		16.3			16.4			8.7			10.0	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		34.5		19.5		34.5		19.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	310	240	100	480	120	70
Future Volume (veh/h)	310	240	100	480	120	70
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1938	1844	1844	1853	1853
Adj Flow Rate, veh/h	337	261	109	522	130	76
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	569	432	472	1899	312	279
Arrive On Green	0.29	0.29	0.10	0.54	0.18	0.18
Sat Flow, veh/h	2051	1486	1756	3596	1765	1575
Grp Volume(v), veh/h	310	288	109	522	130	76
Grp Sat Flow(s),veh/h/ln	1805	1638	1756	1752	1765	1575
Q Serve(g_s), s	6.0	6.2	1.5	3.3	2.7	1.7
Cycle Q Clear(g_c), s	6.0	6.2	1.5	3.3	2.7	1.7
Prop In Lane		0.91	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	525	476	472	1899	312	279
V/C Ratio(X)	0.59	0.60	0.23	0.27	0.42	0.27
Avail Cap(c_a), veh/h	1943	1763	1106	1899	1101	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	12.5	7.7	5.0	15.0	14.6
Incr Delay (d2), s/veh	0.4	0.5	0.1	0.1	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.8	0.7	1.6	1.4	1.6
LnGrp Delay(d),s/veh	12.8	12.9	7.8	5.2	15.8	15.1
LnGrp LOS	B	B	A	A	B	B
Approach Vol, veh/h	598			631	206	
Approach Delay, s/veh	12.9			5.6	15.6	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		28.1		12.7	10.3	17.9		
Change Period (Y+Rc), s		6.0		5.5	6.0	6.0		
Max Green Setting (Gmax), s		20.5		25.5	19.0	44.0		
Max Q Clear Time (g_c+I1), s		5.3		4.7	3.5	8.2		
Green Ext Time (p_c), s		4.3		0.7	0.2	3.7		

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	10	30	20	10	10	35	134	35	10	235	5
Future Volume (veh/h)	15	10	30	20	10	10	35	134	35	10	235	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1900	1863	1900	1853	1853	1890	1910	1872	1910
Adj Flow Rate, veh/h	16	11	33	22	11	11	38	146	38	11	255	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	27	63	141	38	29	1009	1102	287	85	1390	27
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	345	392	900	697	545	414	1109	1419	369	27	1790	34
Grp Volume(v), veh/h	60	0	0	44	0	0	38	0	184	271	0	0
Grp Sat Flow(s),veh/h/ln	1637	0	0	1657	0	0	1109	0	1788	1851	0	0
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	1.4	0.0	0.0	0.3	0.0	1.5	2.2	0.0	0.0
Prop In Lane	0.27		0.55	0.50		0.25	1.00		0.21	0.04		0.02
Lane Grp Cap(c), veh/h	192	0	0	208	0	0	1009	0	1389	1502	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.21	0.00	0.00	0.04	0.00	0.13	0.18	0.00	0.00
Avail Cap(c_a), veh/h	364	0	0	373	0	0	1009	0	1389	1502	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.3	0.0	0.0	26.0	0.0	0.0	1.5	0.0	1.6	1.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.8	1.2	0.0	0.0
LnGrp Delay(d),s/veh	27.2	0.0	0.0	26.5	0.0	0.0	1.6	0.0	1.8	2.0	0.0	0.0
LnGrp LOS	C			C			A		A	A		
Approach Vol, veh/h		60			44			222			271	
Approach Delay, s/veh		27.2			26.5			1.8			2.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		8.6		50.0		8.6
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		45.5		10.5		45.5		10.5
Max Q Clear Time (g_c+I1), s		3.5		4.0		4.2		3.4
Green Ext Time (p_c), s		2.1		0.2		2.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	54	25	14	71	18	25	21	35	19	27	6
Future Volume (veh/h)	6	54	25	14	71	18	25	21	35	19	27	6
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1844	1844	1881
Adj Flow Rate, veh/h	6	58	27	15	76	19	27	23	38	20	29	6
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	740	599	279	754	723	181	575	214	353	543	499	103
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1289	1198	557	1314	1447	362	1375	636	1051	1323	1483	307
Grp Volume(v), veh/h	6	0	85	15	0	95	27	0	61	20	0	35
Grp Sat Flow(s),veh/h/ln	1289	0	1755	1314	0	1808	1375	0	1687	1323	0	1790
Q Serve(g_s), s	0.1	0.0	1.4	0.3	0.0	1.5	0.7	0.0	1.4	0.6	0.0	0.7
Cycle Q Clear(g_c), s	1.7	0.0	1.4	1.7	0.0	1.5	1.5	0.0	1.4	2.0	0.0	0.7
Prop In Lane	1.00		0.32	1.00		0.20	1.00		0.62	1.00		0.17
Lane Grp Cap(c), veh/h	740	0	878	754	0	904	575	0	567	543	0	602
V/C Ratio(X)	0.01	0.00	0.10	0.02	0.00	0.11	0.05	0.00	0.11	0.04	0.00	0.06
Avail Cap(c_a), veh/h	740	0	878	754	0	904	575	0	567	543	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.7	0.0	7.2	7.7	0.0	7.3	12.9	0.0	12.6	13.2	0.0	12.4
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.2	0.2	0.0	0.4	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	0.1	0.0	0.8	0.3	0.0	0.7	0.2	0.0	0.4
LnGrp Delay(d),s/veh	7.7	0.0	7.4	7.7	0.0	7.5	13.0	0.0	12.9	13.4	0.0	12.5
LnGrp LOS	A		A	A		A	B		B	B		B
Approach Vol, veh/h		91			110			88			55	
Approach Delay, s/veh		7.5			7.5			13.0			12.8	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		32.0		23.0		32.0		23.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		27.5		18.5		27.5		18.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	40	64	9	56	66	38	5	348	34	39	513	71
Future Volume (veh/h)	40	64	9	56	66	38	5	348	34	39	513	71
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1844	1844	1844	1844	1844	1881	1853	1853	1890
Adj Flow Rate, veh/h	48	76	0	67	79	0	6	414	40	46	611	85
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	226	192	227	222	189	542	2125	204	682	2043	284
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.00	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1328	1881	1599	1305	1844	1568	738	3231	311	929	3107	431
Grp Volume(v), veh/h	48	76	0	67	79	0	6	224	230	46	346	350
Grp Sat Flow(s),veh/h/ln	1328	1881	1599	1305	1844	1568	738	1752	1789	929	1761	1777
Q Serve(g_s), s	2.1	2.3	0.0	3.0	2.4	0.0	0.2	3.0	3.1	1.2	5.1	5.1
Cycle Q Clear(g_c), s	4.5	2.3	0.0	5.3	2.4	0.0	5.3	3.0	3.1	4.3	5.1	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.24
Lane Grp Cap(c), veh/h	226	226	192	227	222	189	542	1152	1177	682	1158	1169
V/C Ratio(X)	0.21	0.34	0.00	0.29	0.36	0.00	0.01	0.19	0.20	0.07	0.30	0.30
Avail Cap(c_a), veh/h	241	247	210	242	243	206	584	1253	1280	735	1259	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	24.5	0.0	26.9	24.6	0.0	5.6	4.1	4.1	4.9	4.4	4.4
Incr Delay (d2), s/veh	0.7	1.2	0.0	1.0	1.4	0.0	0.0	0.0	0.0	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.2	0.0	1.1	1.3	0.0	0.0	1.4	1.5	0.3	2.5	2.5
LnGrp Delay(d),s/veh	27.3	25.8	0.0	28.0	26.0	0.0	5.6	4.1	4.1	5.0	4.6	4.6
LnGrp LOS	C	C		C	C		A	A	A	A	A	A
Approach Vol, veh/h		124			146			460			742	
Approach Delay, s/veh		26.4			26.9			4.1			4.7	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.5		14.3		46.5		14.3
Change Period (Y+Rc), s		6.5		7.0		6.5		7.0
Max Green Setting (Gmax), s		43.5		8.0		43.5		8.0
Max Q Clear Time (g_c+I1), s		7.1		7.3		7.3		6.5
Green Ext Time (p_c), s		5.0		0.1		5.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	293	91	341	262	76	263
Future Volume (veh/h)	293	91	341	262	76	263
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1853	1853
Adj Flow Rate, veh/h	376	0	437	336	97	0
Adj No. of Lanes	1	1	1	2	2	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	482	410	574	2533	180	83
Arrive On Green	0.26	0.00	0.32	0.71	0.05	0.00
Sat Flow, veh/h	1853	1575	1783	3651	3424	1575
Grp Volume(v), veh/h	376	0	437	336	97	0
Grp Sat Flow(s),veh/h/ln	1853	1575	1783	1778	1712	1575
Q Serve(g_s), s	9.0	0.0	10.5	1.4	1.3	0.0
Cycle Q Clear(g_c), s	9.0	0.0	10.5	1.4	1.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	482	410	574	2533	180	83
V/C Ratio(X)	0.78	0.00	0.76	0.13	0.54	0.00
Avail Cap(c_a), veh/h	1316	1118	955	2533	719	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.4	0.0	14.5	2.2	22.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	2.1	0.0	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	5.4	0.7	0.7	0.0
LnGrp Delay(d),s/veh	19.1	0.0	16.6	2.2	24.5	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	376			773	97	
Approach Delay, s/veh	19.1			10.3	24.5	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		40.1		7.5	21.5	18.6		
Change Period (Y+Rc), s		6.2		5.0	6.2	* 6.2		
Max Green Setting (Gmax), s		33.8		10.0	25.5	* 34		
Max Q Clear Time (g_c+I1), s		3.4		3.3	12.5	11.0		
Green Ext Time (p_c), s		3.7		0.1	2.9	1.5		

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	315	4	1	233	18	3	29	2	12	12	3
Future Volume (veh/h)	5	315	4	1	233	18	3	29	2	12	12	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1890	1853	1890	1919	1881	1919	1890	1853	1890
Adj Flow Rate, veh/h	6	380	5	1	281	22	4	35	2	14	14	4
Adj No. of Lanes	1	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	873	1190	16	66	1095	85	83	324	17	195	171	39
Arrive On Green	1.00	1.00	1.00	0.65	0.65	0.65	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1077	1844	24	1	1696	132	58	1698	90	526	896	203
Grp Volume(v), veh/h	6	0	385	304	0	0	41	0	0	32	0	0
Grp Sat Flow(s),veh/h/ln	1077	0	1868	1829	0	0	1846	0	0	1626	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.9	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Prop In Lane	1.00		0.01	0.00		0.07	0.10		0.05	0.44		0.12
Lane Grp Cap(c), veh/h	873	0	1206	1247	0	0	424	0	0	404	0	0
V/C Ratio(X)	0.01	0.00	0.32	0.24	0.00	0.00	0.10	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	873	0	1206	1247	0	0	424	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.1	0.0	0.0	18.4	0.0	0.0	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.5	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	2.1	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.7	4.6	0.0	0.0	18.9	0.0	0.0	18.7	0.0	0.0
LnGrp LOS	A		A	A			B			B		
Approach Vol, veh/h		391			304			41			32	
Approach Delay, s/veh		0.7			4.6			18.9			18.7	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		15.0		40.0		15.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		35.5		10.5		35.5		10.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	34	41	28	14	14	26	266	39	1	271	2
Future Volume (veh/h)	7	34	41	28	14	14	26	266	39	1	271	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1910	1872	1910	1853	1853	1890	1872	1872	1910
Adj Flow Rate, veh/h	8	38	46	31	16	16	29	296	43	1	301	2
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	224	238	278	143	110	630	878	128	602	1030	7
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	48	796	844	640	507	390	1067	1583	230	1042	1858	12
Grp Volume(v), veh/h	92	0	0	63	0	0	29	0	339	1	0	303
Grp Sat Flow(s),veh/h/ln	1687	0	0	1538	0	0	1067	0	1813	1042	0	1870
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	5.6	0.0	0.0	4.7
Cycle Q Clear(g_c), s	2.3	0.0	0.0	1.4	0.0	0.0	5.6	0.0	5.6	5.7	0.0	4.7
Prop In Lane	0.09		0.50	0.49		0.25	1.00		0.13	1.00		0.01
Lane Grp Cap(c), veh/h	547	0	0	531	0	0	630	0	1005	602	0	1037
V/C Ratio(X)	0.17	0.00	0.00	0.12	0.00	0.00	0.05	0.00	0.34	0.00	0.00	0.29
Avail Cap(c_a), veh/h	547	0	0	531	0	0	630	0	1005	602	0	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	14.7	0.0	0.0	8.0	0.0	6.7	8.3	0.0	6.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.9	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.8	0.0	0.0	0.3	0.0	3.0	0.0	0.0	2.6
LnGrp Delay(d),s/veh	15.7	0.0	0.0	15.2	0.0	0.0	8.1	0.0	7.6	8.3	0.0	7.2
LnGrp LOS	B			B			A		A	A		A
Approach Vol, veh/h		92			63			368			304	
Approach Delay, s/veh		15.7			15.2			7.7			7.2	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		30.5		15.5		30.5		15.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	301	16	7	195	17	3	20	5	13	21	8
Future Volume (veh/h)	13	301	16	7	195	17	3	20	5	13	21	8
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	15	354	19	8	229	20	4	24	6	15	25	9
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	680	976	52	578	941	82	499	408	102	500	367	132
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1132	1761	95	1010	1698	148	1376	1447	362	1367	1302	469
Grp Volume(v), veh/h	15	0	373	8	0	249	4	0	30	15	0	34
Grp Sat Flow(s),veh/h/ln	1132	0	1855	1010	0	1846	1376	0	1808	1367	0	1771
Q Serve(g_s), s	0.4	0.0	6.2	0.2	0.0	3.8	0.1	0.0	0.7	0.4	0.0	0.8
Cycle Q Clear(g_c), s	4.2	0.0	6.2	6.4	0.0	3.8	0.9	0.0	0.7	1.1	0.0	0.8
Prop In Lane	1.00		0.05	1.00		0.08	1.00		0.20	1.00		0.26
Lane Grp Cap(c), veh/h	680	0	1029	578	0	1024	499	0	510	500	0	499
V/C Ratio(X)	0.02	0.00	0.36	0.01	0.00	0.24	0.01	0.00	0.06	0.03	0.00	0.07
Avail Cap(c_a), veh/h	680	0	1029	578	0	1024	499	0	510	500	0	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	0.0	6.8	8.6	0.0	6.3	14.8	0.0	14.4	14.8	0.0	14.5
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.0	0.0	0.6	0.0	0.0	0.2	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.4	0.1	0.0	2.1	0.0	0.0	0.4	0.2	0.0	0.4
LnGrp Delay(d),s/veh	7.4	0.0	7.8	8.7	0.0	6.9	14.8	0.0	14.6	14.9	0.0	14.7
LnGrp LOS	A		A	A		A	B		B	B		B
Approach Vol, veh/h		388			257			34			49	
Approach Delay, s/veh		7.8			6.9			14.7			14.8	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		30.5		15.5		30.5		15.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	277	21	104	293	79	8	57	74	20	77	8
Future Volume (veh/h)	3	277	21	104	293	79	8	57	74	20	77	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1872	1872	1835	1872	1910	1872	1910
Adj Flow Rate, veh/h	4	355	27	133	376	101	10	73	95	26	99	10
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	605	1696	128	646	1818	813	110	111	136	150	220	20
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	909	3319	251	1002	3557	1591	49	723	884	225	1434	133
Grp Volume(v), veh/h	4	188	194	133	376	101	178	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	909	1761	1809	1002	1778	1591	1656	0	0	1792	0	0
Q Serve(g_s), s	0.1	2.2	2.2	3.1	2.2	1.2	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	2.2	2.2	5.3	2.2	1.2	3.8	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.14	1.00		1.00	0.06		0.53	0.19		0.07
Lane Grp Cap(c), veh/h	605	900	925	646	1818	813	356	0	0	390	0	0
V/C Ratio(X)	0.01	0.21	0.21	0.21	0.21	0.12	0.50	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1457	2550	2620	1572	5103	2283	940	0	0	987	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	5.0	5.0	6.4	5.0	4.8	14.9	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.3	0.1	0.1	1.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	1.1	0.9	1.1	0.6	1.8	0.0	0.0	1.3	0.0	0.0
LnGrp Delay(d),s/veh	5.6	5.2	5.2	6.8	5.1	4.9	16.0	0.0	0.0	14.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h		386			610			178			135	
Approach Delay, s/veh		5.2			5.4			16.0			14.9	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.6		11.7		25.6		11.7
Change Period (Y+Rc), s		6.5		6.0		* 6.5		6.0
Max Green Setting (Gmax), s		53.5		19.0		* 54		19.0
Max Q Clear Time (g_c+I1), s		7.3		5.8		4.2		4.5
Green Ext Time (p_c), s		11.7		1.0		11.9		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	117	338	208	62	259	47	62	277	188	218	189	61
Future Volume (veh/h)	117	338	208	62	259	47	62	277	188	218	189	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1825	1825	1825	1853	1853	1853	1881	1881	1881	1872	1872	1872
Adj Flow Rate, veh/h	146	422	0	78	324	0	78	346	0	272	236	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	2	2	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	732	327	368	664	297	466	608	272	449	792	355
Arrive On Green	0.10	0.21	0.00	0.08	0.19	0.00	0.08	0.17	0.00	0.13	0.22	0.00
Sat Flow, veh/h	1739	3468	1552	1765	3522	1575	1792	3575	1599	3459	3557	1591
Grp Volume(v), veh/h	146	422	0	78	324	0	78	346	0	272	236	0
Grp Sat Flow(s),veh/h/ln	1739	1734	1552	1765	1761	1575	1792	1787	1599	1729	1778	1591
Q Serve(g_s), s	3.5	5.8	0.0	1.8	4.4	0.0	1.8	4.7	0.0	4.0	2.9	0.0
Cycle Q Clear(g_c), s	3.5	5.8	0.0	1.8	4.4	0.0	1.8	4.7	0.0	4.0	2.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	732	327	368	664	297	466	608	272	449	792	355
V/C Ratio(X)	0.35	0.58	0.00	0.21	0.49	0.00	0.17	0.57	0.00	0.61	0.30	0.00
Avail Cap(c_a), veh/h	749	2502	1119	1075	2540	1136	1016	2579	1154	1653	1899	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.0	18.9	0.0	15.3	19.4	0.0	15.8	20.3	0.0	21.9	17.3	0.0
Incr Delay (d2), s/veh	0.4	0.7	0.0	0.1	0.6	0.0	0.1	0.8	0.0	1.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.8	0.0	0.9	2.2	0.0	0.9	2.4	0.0	2.0	1.5	0.0
LnGrp Delay(d),s/veh	15.4	19.6	0.0	15.4	19.9	0.0	15.9	21.2	0.0	23.3	17.4	0.0
LnGrp LOS	B	B		B	B		B	C		C	B	
Approach Vol, veh/h		568			402			424			508	
Approach Delay, s/veh		18.5			19.0			20.2			20.5	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	15.6	8.6	17.8	8.6	18.4	9.8	16.6
Change Period (Y+Rc), s	4.5	6.5	4.5	6.5	4.5	6.5	4.5	6.5
Max Green Setting (Gmax), s	25.5	38.5	25.5	38.5	20.5	28.5	15.5	38.5
Max Q Clear Time (g_c+I1), s	6.0	6.7	3.8	7.8	3.8	4.9	5.5	6.4
Green Ext Time (p_c), s	1.1	2.3	0.1	3.4	0.1	2.3	0.2	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	40	65	50	90	110	25	10	225	35	15	185	10
Future Volume (veh/h)	40	65	50	90	110	25	10	225	35	15	185	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1890	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	43	71	54	98	120	27	11	245	38	16	201	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	470	232	177	483	345	78	528	843	129	490	925	50
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1242	988	751	1254	1466	330	1171	3093	474	1086	3397	185
Grp Volume(v), veh/h	43	0	125	98	0	147	11	139	144	16	104	108
Grp Sat Flow(s),veh/h/ln	1242	0	1739	1254	0	1795	1171	1778	1788	1086	1761	1821
Q Serve(g_s), s	0.8	0.0	1.6	1.9	0.0	1.9	0.2	1.7	1.7	0.3	1.2	1.3
Cycle Q Clear(g_c), s	2.7	0.0	1.6	3.5	0.0	1.9	1.5	1.7	1.7	2.1	1.2	1.3
Prop In Lane	1.00		0.43	1.00		0.18	1.00		0.26	1.00		0.10
Lane Grp Cap(c), veh/h	470	0	409	483	0	422	528	485	487	490	480	496
V/C Ratio(X)	0.09	0.00	0.31	0.20	0.00	0.35	0.02	0.29	0.29	0.03	0.22	0.22
Avail Cap(c_a), veh/h	993	0	1142	1012	0	1179	999	1200	1207	927	1188	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	8.6	10.1	0.0	8.7	8.3	7.9	7.9	8.7	7.7	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	0.0	0.5	0.0	0.7	0.7	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.8	0.7	0.0	1.0	0.1	0.9	0.9	0.1	0.7	0.7
LnGrp Delay(d),s/veh	9.9	0.0	9.1	10.3	0.0	9.2	8.3	8.6	8.6	8.8	8.2	8.2
LnGrp LOS	A		A	B		A	A	A	A	A	A	A
Approach Vol, veh/h		168			245			294			228	
Approach Delay, s/veh		9.3			9.7			8.6			8.2	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		14.0		13.4		14.0		13.4
Change Period (Y+Rc), s		6.5		7.0		6.5		7.0
Max Green Setting (Gmax), s		18.5		18.0		18.5		18.0
Max Q Clear Time (g_c+I1), s		3.7		4.7		4.1		5.5
Green Ext Time (p_c), s		3.4		1.2		3.4		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	35	20	140	60	160	85	280	200	125	260	35
Future Volume (veh/h)	15	35	20	140	60	160	85	280	200	125	260	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1872	1853	1853	1890	1881	1881	1919	1844	1844	1881
Adj Flow Rate, veh/h	16	38	0	152	65	174	92	304	217	136	283	38
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	397	337	392	95	254	640	705	491	543	1138	151
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.11	0.35	0.35	0.12	0.37	0.37
Sat Flow, veh/h	1142	1872	1591	1357	447	1196	1792	2017	1404	1756	3110	413
Grp Volume(v), veh/h	16	38	0	152	0	239	92	268	253	136	158	163
Grp Sat Flow(s),veh/h/ln	1142	1872	1591	1357	0	1642	1792	1787	1634	1756	1752	1771
Q Serve(g_s), s	0.7	0.9	0.0	5.8	0.0	7.7	1.7	6.6	6.8	2.5	3.6	3.7
Cycle Q Clear(g_c), s	8.4	0.9	0.0	6.7	0.0	7.7	1.7	6.6	6.8	2.5	3.6	3.7
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.86	1.00		0.23
Lane Grp Cap(c), veh/h	215	397	337	392	0	348	640	625	571	543	641	648
V/C Ratio(X)	0.07	0.10	0.00	0.39	0.00	0.69	0.14	0.43	0.44	0.25	0.25	0.25
Avail Cap(c_a), veh/h	452	785	668	697	0	718	1042	1218	1114	909	1194	1207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	18.1	0.0	20.8	0.0	20.8	9.0	14.2	14.3	9.1	12.6	12.7
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.9	0.0	3.4	0.1	0.5	0.5	0.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.0	2.3	0.0	3.8	0.8	3.3	3.1	1.2	1.7	1.8
LnGrp Delay(d),s/veh	24.9	18.3	0.0	21.7	0.0	24.2	9.1	14.7	14.9	9.4	12.8	12.9
LnGrp LOS	C	B		C		C	A	B	B	A	B	B
Approach Vol, veh/h		54			391			613			457	
Approach Delay, s/veh		20.2			23.2			13.9			11.8	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.1	26.0		18.1	12.1	26.9		18.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	39.0		24.0	19.0	39.0		25.0
Max Q Clear Time (g_c+I1), s	4.5	8.8		10.4	3.7	5.7		9.7
Green Ext Time (p_c), s	0.5	3.5		2.3	0.3	3.5		2.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	139	408	18	3	566	31	1	3	2	31	5	88
Future Volume (veh/h)	139	408	18	3	566	31	1	3	2	31	5	88
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1881	1881	1919	1872	1872	1910
Adj Flow Rate, veh/h	162	474	21	3	658	36	1	3	2	36	6	102
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	2	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	2007	89	421	1096	60	239	106	71	655	9	153
Arrive On Green	0.10	0.58	0.58	0.32	0.32	0.32	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1783	3470	153	903	3430	188	1293	1054	703	2740	89	1515
Grp Volume(v), veh/h	162	243	252	3	341	353	1	0	5	36	0	108
Grp Sat Flow(s),veh/h/ln	1783	1778	1845	903	1778	1839	1293	0	1757	1370	0	1605
Q Serve(g_s), s	0.0	2.5	2.5	0.1	6.0	6.0	0.0	0.0	0.1	0.4	0.0	2.4
Cycle Q Clear(g_c), s	0.0	2.5	2.5	2.6	6.0	6.0	2.5	0.0	0.1	0.5	0.0	2.4
Prop In Lane	1.00		0.08	1.00		0.10	1.00		0.40	1.00		0.94
Lane Grp Cap(c), veh/h	446	1028	1067	421	568	588	239	0	177	655	0	162
V/C Ratio(X)	0.36	0.24	0.24	0.01	0.60	0.60	0.00	0.00	0.03	0.06	0.00	0.67
Avail Cap(c_a), veh/h	1033	3850	3994	1556	2804	2900	1111	0	1362	2502	0	1244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	3.9	3.9	10.5	10.7	10.7	17.4	0.0	15.2	15.4	0.0	16.2
Incr Delay (d2), s/veh	0.4	0.1	0.1	0.0	1.2	1.2	0.0	0.0	0.1	0.0	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.3	1.3	0.0	3.1	3.2	0.0	0.0	0.0	0.2	0.0	1.2
LnGrp Delay(d),s/veh	14.6	4.0	4.0	10.5	11.9	11.9	17.4	0.0	15.2	15.4	0.0	19.7
LnGrp LOS	B	A	A	B	B	B	B		B	B		B
Approach Vol, veh/h		657			697			6			144	
Approach Delay, s/veh		6.6			11.9			15.6			18.6	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.7	18.0		9.8		27.6		9.8
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	16.0	59.0		29.0		81.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	8.0		4.5		4.5		4.4
Green Ext Time (p_c), s	2.5	3.9		0.4		3.1		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	47	3	19	77	392	0	176	87	186	97	82
Future Volume (veh/h)	72	47	3	19	77	392	0	176	87	186	97	82
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1890	1853	1853	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	87	57	4	23	93	472	0	212	0	224	117	99
Adj No. of Lanes	2	1	0	0	1	2	1	2	1	2	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	735	504	35	152	475	820	243	486	217	497	261	222
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.14	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1618	1703	120	178	1605	2773	1756	3504	1568	3584	1881	1599
Grp Volume(v), veh/h	87	0	61	116	0	472	0	212	0	224	117	99
Grp Sat Flow(s),veh/h/ln	809	0	1823	1783	0	1386	1756	1752	1568	1792	1881	1599
Q Serve(g_s), s	1.8	0.0	1.1	0.0	0.0	6.3	0.0	2.4	0.0	2.5	2.5	2.5
Cycle Q Clear(g_c), s	3.9	0.0	1.1	2.0	0.0	6.3	0.0	2.4	0.0	2.5	2.5	2.5
Prop In Lane	1.00		0.07	0.20		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	735	0	539	627	0	820	243	486	217	497	261	222
V/C Ratio(X)	0.12	0.00	0.11	0.19	0.00	0.58	0.00	0.44	0.00	0.45	0.45	0.45
Avail Cap(c_a), veh/h	1116	0	968	952	0	1345	1379	2751	1231	2814	1477	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	11.1	11.5	0.0	12.9	0.0	17.1	0.0	17.1	17.1	17.1
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.2	0.0	1.1	0.0	0.5	0.0	0.5	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	1.1	0.0	2.5	0.0	1.2	0.0	1.2	1.3	1.1
LnGrp Delay(d),s/veh	13.0	0.0	11.2	11.7	0.0	14.0	0.0	17.6	0.0	17.6	18.0	18.2
LnGrp LOS	B		B	B		B		B		B	B	B
Approach Vol, veh/h		148			588			212			440	
Approach Delay, s/veh		12.3			13.6			17.6			17.8	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		12.0		19.3		12.0		19.3
Change Period (Y+Rc), s		6.0		* 6.5		6.0		6.5
Max Green Setting (Gmax), s		34.0		* 23		34.0		21.0
Max Q Clear Time (g_c+I1), s		4.5		5.9		4.4		8.3
Green Ext Time (p_c), s		1.5		5.3		0.7		4.6

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	139	95	54	374	206	71
Future Volume (veh/h)	139	95	54	374	206	71
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1844	1844
Adj Flow Rate, veh/h	181	0	70	486	268	0
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1558	697	729	2130	347	310
Arrive On Green	0.44	0.00	0.06	0.60	0.20	0.00
Sat Flow, veh/h	3614	1575	1783	3651	1756	1568
Grp Volume(v), veh/h	181	0	70	486	268	0
Grp Sat Flow(s),veh/h/ln	1761	1575	1783	1778	1756	1568
Q Serve(g_s), s	1.7	0.0	1.1	3.6	8.2	0.0
Cycle Q Clear(g_c), s	1.7	0.0	1.1	3.6	8.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1558	697	729	2130	347	310
V/C Ratio(X)	0.12	0.00	0.10	0.23	0.77	0.00
Avail Cap(c_a), veh/h	2742	1227	1239	2770	917	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	6.4	5.3	21.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	4.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.5	1.8	4.4	0.0
LnGrp Delay(d),s/veh	9.3	0.0	6.5	5.3	25.8	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	181			556	268	
Approach Delay, s/veh	9.3			5.5	25.8	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.8	31.0		16.7		39.8		
Change Period (Y+Rc), s	5.5	6.0		5.5		6.0		
Max Green Setting (Gmax), s	19.5	44.0		29.5		44.0		
Max Q Clear Time (g_c+I1), s	3.1	3.7		10.2		5.6		
Green Ext Time (p_c), s	0.1	4.0		1.2		4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	219	0	0	444	136	0	0	0	40	0	61
Future Volume (veh/h)	65	219	0	0	444	136	0	0	0	40	0	61
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1881	1844	1844	1853	1853	1890
Adj Flow Rate, veh/h	79	267	0	0	541	166	0	0	0	49	0	74
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	1768	0	212	809	247	0	140	119	346	0	119
Arrive On Green	0.05	0.50	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1783	3651	0	1108	2672	817	0	1844	1568	1765	0	1575
Grp Volume(v), veh/h	79	267	0	0	358	349	0	0	0	49	0	74
Grp Sat Flow(s),veh/h/ln	1783	1778	0	1108	1770	1719	0	1844	1568	1765	0	1575
Q Serve(g_s), s	0.9	1.4	0.0	0.0	6.0	6.0	0.0	0.0	0.0	0.9	0.0	1.5
Cycle Q Clear(g_c), s	0.9	1.4	0.0	0.0	6.0	6.0	0.0	0.0	0.0	0.9	0.0	1.5
Prop In Lane	1.00		0.00	1.00		0.48	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	389	1768	0	212	536	520	0	140	119	346	0	119
V/C Ratio(X)	0.20	0.15	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.14	0.00	0.62
Avail Cap(c_a), veh/h	1355	6917	0	2031	3441	3342	0	1141	970	1278	0	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.3	4.6	0.0	0.0	10.3	10.4	0.0	0.0	0.0	14.9	0.0	15.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.5	0.6	0.0	0.0	0.0	0.1	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.0	0.0	3.0	2.9	0.0	0.0	0.0	0.4	0.0	0.7
LnGrp Delay(d),s/veh	7.4	4.7	0.0	0.0	10.9	10.9	0.0	0.0	0.0	15.0	0.0	17.2
LnGrp LOS	A	A			B	B				B		B
Approach Vol, veh/h		346			707			0			123	
Approach Delay, s/veh		5.3			10.9			0.0			16.3	
Approach LOS		A			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	6.6	19.3		8.1		25.9		8.1
Change Period (Y+Rc), s	5.0	9.0		* 5.5		9.0		5.5
Max Green Setting (Gmax), s	20.0	66.0		* 21		66.0		20.5
Max Q Clear Time (g_c+I1), s	2.9	8.0		0.0		3.4		3.5
Green Ext Time (p_c), s	0.1	2.2		0.0		2.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	6	31	0	0	1	28	191	6	1	153	143
Future Volume (veh/h)	157	6	31	0	0	1	28	191	6	1	153	143
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1863	1863	1900	1872	1872	1910
Adj Flow Rate, veh/h	187	7	37	0	0	1	33	227	7	1	182	170
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	51	270	196	0	312	355	856	26	511	245	229
Arrive On Green	0.20	0.20	0.20	0.00	0.00	0.20	0.04	0.48	0.48	0.27	0.27	0.27
Sat Flow, veh/h	1418	259	1371	1357	0	1583	1774	1798	55	1147	892	833
Grp Volume(v), veh/h	187	0	44	0	0	1	33	0	234	1	0	352
Grp Sat Flow(s),veh/h/ln	1418	0	1630	1357	0	1583	1774	0	1853	1147	0	1725
Q Serve(g_s), s	4.5	0.0	0.8	0.0	0.0	0.0	0.4	0.0	2.8	0.0	0.0	6.8
Cycle Q Clear(g_c), s	4.5	0.0	0.8	0.0	0.0	0.0	0.4	0.0	2.8	0.0	0.0	6.8
Prop In Lane	1.00		0.84	1.00		1.00	1.00		0.03	1.00		0.48
Lane Grp Cap(c), veh/h	475	0	321	196	0	312	355	0	883	511	0	473
V/C Ratio(X)	0.39	0.00	0.14	0.00	0.00	0.00	0.09	0.00	0.27	0.00	0.00	0.74
Avail Cap(c_a), veh/h	1314	0	1286	593	0	775	721	0	1714	1257	0	1596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	12.2	0.0	0.0	11.9	8.6	0.0	5.8	9.7	0.0	12.2
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.4	0.0	0.0	0.0	0.2	0.0	1.4	0.0	0.0	3.3
LnGrp Delay(d),s/veh	14.2	0.0	12.4	0.0	0.0	11.9	8.6	0.0	5.8	9.7	0.0	13.0
LnGrp LOS	B		B			B	A		A	A		B
Approach Vol, veh/h		231			1			267			353	
Approach Delay, s/veh		13.8			11.9			6.2			13.0	
Approach LOS		B			B			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.4	16.1		13.2		23.5		13.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	34.0		18.0		34.0		29.0
Max Q Clear Time (g_c+I1), s	2.4	8.8		2.0		4.8		6.5
Green Ext Time (p_c), s	0.0	1.2		0.7		1.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	69	16	172	0	44	5	119	99	20	259	9
Future Volume (veh/h)	166	69	16	172	0	44	5	119	99	20	259	9
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1891	1928	1835	1835	1872	1835	1835	1872	1919	1919	1957
Adj Flow Rate, veh/h	277	115	27	287	0	73	8	198	165	33	432	15
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	545	170	40	495	0	205	216	257	214	267	564	20
Arrive On Green	0.17	0.12	0.12	0.19	0.00	0.13	0.01	0.28	0.28	0.04	0.31	0.31
Sat Flow, veh/h	1801	1481	348	1747	0	1560	1747	926	772	1827	1843	64
Grp Volume(v), veh/h	277	0	142	287	0	73	8	0	363	33	0	447
Grp Sat Flow(s),veh/h/ln	1801	0	1829	1747	0	1560	1747	0	1699	1827	0	1907
Q Serve(g_s), s	7.9	0.0	4.5	8.4	0.0	2.6	0.2	0.0	12.0	0.8	0.0	13.0
Cycle Q Clear(g_c), s	7.9	0.0	4.5	8.4	0.0	2.6	0.2	0.0	12.0	0.8	0.0	13.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.45	1.00		0.03
Lane Grp Cap(c), veh/h	545	0	210	495	0	205	216	0	471	267	0	584
V/C Ratio(X)	0.51	0.00	0.67	0.58	0.00	0.36	0.04	0.00	0.77	0.12	0.00	0.77
Avail Cap(c_a), veh/h	1241	0	1050	1142	0	511	764	0	780	787	0	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	25.9	18.0	0.0	24.1	16.8	0.0	20.3	15.9	0.0	19.2
Incr Delay (d2), s/veh	0.3	0.0	1.4	1.1	0.0	0.4	0.0	0.0	2.7	0.1	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	2.4	4.1	0.0	1.1	0.1	0.0	5.9	0.4	0.0	7.2
LnGrp Delay(d),s/veh	18.7	0.0	27.3	19.1	0.0	24.5	16.8	0.0	23.0	16.0	0.0	21.5
LnGrp LOS	B		C	B		C	B		C	B		C
Approach Vol, veh/h		419			360			371			480	
Approach Delay, s/veh		21.6			20.2			22.8			21.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	13.0	7.6	23.9	17.4	12.0	5.9	25.7
Change Period (Y+Rc), s	6.0	5.0	5.5	7.0	6.0	5.0	5.5	7.0
Max Green Setting (Gmax), s	34.0	20.0	19.5	28.0	34.0	35.0	19.5	28.0
Max Q Clear Time (g_c+I1), s	9.9	4.6	2.8	14.0	10.4	6.5	2.2	15.0
Green Ext Time (p_c), s	0.6	0.4	0.0	2.9	1.1	0.5	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	25	70	15	35	5	10	25	10	10	30	15
Future Volume (veh/h)	20	25	70	15	35	5	10	25	10	10	30	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1910	1872	1910	1900	1863	1900
Adj Flow Rate, veh/h	22	27	76	16	38	5	11	27	11	11	33	16
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	218	440	265	555	64	184	345	117	163	340	139
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	148	492	993	304	1253	144	193	1150	388	136	1133	462
Grp Volume(v), veh/h	125	0	0	59	0	0	49	0	0	60	0	0
Grp Sat Flow(s),veh/h/ln	1632	0	0	1701	0	0	1731	0	0	1731	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.6	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.18		0.61	0.27		0.08	0.22		0.22	0.18		0.27
Lane Grp Cap(c), veh/h	844	0	0	884	0	0	645	0	0	641	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.07	0.00	0.00	0.08	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	844	0	0	884	0	0	645	0	0	641	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	0.0	5.6	0.0	0.0	8.8	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	6.2	0.0	0.0	5.8	0.0	0.0	9.0	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		125			59			49			60	
Approach Delay, s/veh		6.2			5.8			9.0			9.2	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.0		20.0		15.0		20.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		10.5		15.5		10.5		15.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	283	15	11	294	0	20	3	11	0	2	3
Future Volume (veh/h)	0	283	15	11	294	0	20	3	11	0	2	3
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1909	1948	1872	1872	1910	1910	1872	1910	1862	1825	1862
Adj Flow Rate, veh/h	0	304	16	12	316	0	22	3	12	0	2	3
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	1128	59	716	1174	0	244	48	90	0	120	180
Arrive On Green	0.00	0.63	0.63	0.63	0.63	0.00	0.18	0.18	0.18	0.00	0.18	0.18
Sat Flow, veh/h	1086	1798	95	1061	1872	0	770	266	497	0	660	990
Grp Volume(v), veh/h	0	0	320	12	316	0	37	0	0	0	0	5
Grp Sat Flow(s),veh/h/ln	1086	0	1893	1061	1872	0	1534	0	0	0	0	1651
Q Serve(g_s), s	0.0	0.0	4.2	0.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	4.2	4.5	4.2	0.0	1.0	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.05	1.00		0.00	0.59		0.32	0.00		0.60
Lane Grp Cap(c), veh/h	131	0	1187	716	1174	0	383	0	0	0	0	300
V/C Ratio(X)	0.00	0.00	0.27	0.02	0.27	0.00	0.10	0.00	0.00	0.00	0.00	0.02
Avail Cap(c_a), veh/h	131	0	1187	716	1174	0	383	0	0	0	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.6	5.6	4.6	0.0	18.8	0.0	0.0	0.0	0.0	18.5
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.6	0.0	0.5	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	0.1	2.3	0.0	0.5	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	0.0	5.2	5.6	5.2	0.0	19.3	0.0	0.0	0.0	0.0	18.6
LnGrp LOS			A	A	A		B					B
Approach Vol, veh/h		320			328			37			5	
Approach Delay, s/veh		5.2			5.2			19.3			18.6	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		15.0		40.0		15.0
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0
Max Green Setting (Gmax), s		34.5		10.0		34.5		10.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	142	114	29	158	78	147	257	50	93	201	28
Future Volume (veh/h)	24	142	114	29	158	78	147	257	50	93	201	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	26	151	121	31	168	83	156	273	53	99	214	30
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	304	244	336	378	187	581	539	105	513	562	79
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.09	0.35	0.35	0.09	0.35	0.35
Sat Flow, veh/h	1118	954	764	1108	1184	585	1783	1524	296	1765	1591	223
Grp Volume(v), veh/h	26	0	272	31	0	251	156	0	326	99	0	244
Grp Sat Flow(s),veh/h/ln	1118	0	1719	1108	0	1769	1783	0	1820	1765	0	1814
Q Serve(g_s), s	1.1	0.0	7.4	1.4	0.0	6.5	3.1	0.0	8.2	1.9	0.0	5.8
Cycle Q Clear(g_c), s	7.6	0.0	7.4	8.8	0.0	6.5	3.1	0.0	8.2	1.9	0.0	5.8
Prop In Lane	1.00		0.44	1.00		0.33	1.00		0.16	1.00		0.12
Lane Grp Cap(c), veh/h	355	0	548	336	0	564	581	0	643	513	0	641
V/C Ratio(X)	0.07	0.00	0.50	0.09	0.00	0.44	0.27	0.00	0.51	0.19	0.00	0.38
Avail Cap(c_a), veh/h	355	0	548	336	0	564	581	0	643	513	0	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	16.0	19.5	0.0	15.7	10.0	0.0	14.8	10.0	0.0	14.0
Incr Delay (d2), s/veh	0.4	0.0	3.2	0.5	0.0	2.5	1.1	0.0	2.8	0.8	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.0	0.5	0.0	3.5	1.7	0.0	4.6	1.0	0.0	3.2
LnGrp Delay(d),s/veh	19.1	0.0	19.2	20.1	0.0	18.2	11.1	0.0	17.6	10.8	0.0	15.7
LnGrp LOS	B		B	C		B	B		B	B		B
Approach Vol, veh/h		298			282			482			343	
Approach Delay, s/veh		19.2			18.4			15.5			14.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	25.0		23.0	10.0	25.0		23.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	20.5		18.5	5.5	20.5		18.5
Max Q Clear Time (g_c+I1), s	0.0	0.0		0.0	0.0	0.0		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		16.6
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	343	1	9	283	4	2	2	5	3	5	3
Future Volume (veh/h)	1	343	1	9	283	4	2	2	5	3	5	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1872	1872	1910	1938	1900	1938	1928	1891	1928
Adj Flow Rate, veh/h	1	369	1	10	304	4	2	2	5	3	5	3
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	802	1196	3	758	1200	16	133	18	46	142	38	23
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1056	1838	5	1013	1844	24	367	367	918	458	764	458
Grp Volume(v), veh/h	1	0	370	10	0	308	9	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1056	0	1843	1013	0	1868	1652	0	0	1681	0	0
Q Serve(g_s), s	0.0	0.0	3.4	0.2	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	3.4	3.5	0.0	2.7	0.2	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.01	0.22		0.56	0.27		0.27
Lane Grp Cap(c), veh/h	802	0	1199	758	0	1215	197	0	0	203	0	0
V/C Ratio(X)	0.00	0.00	0.31	0.01	0.00	0.25	0.05	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1324	0	2111	1259	0	2139	939	0	0	964	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.4	0.0	2.9	3.7	0.0	2.8	17.4	0.0	0.0	17.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	0.0	0.0	1.3	0.1	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	3.4	0.0	3.0	3.7	0.0	2.8	17.5	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	A		A	A		A	B			B		
Approach Vol, veh/h		371			318			9			11	
Approach Delay, s/veh		3.0			2.9			17.5			17.5	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.0		7.4		31.0		7.4
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5
Max Green Setting (Gmax), s		44.0		19.5		44.0		19.5
Max Q Clear Time (g_c+I1), s		5.4		2.2		5.5		2.2
Green Ext Time (p_c), s		1.4		0.0		1.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	3.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	367	17	6	302	50	11	11	9	65	25	15
Future Volume (veh/h)	8	367	17	6	302	50	11	11	9	65	25	15
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1853	1852	1816	1852	1919	1881	1919
Adj Flow Rate, veh/h	8	374	17	6	308	51	11	11	9	66	26	15
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	813	1259	57	768	1313	1116	137	68	43	204	33	19
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1023	1777	81	984	1853	1575	425	787	496	975	384	222
Grp Volume(v), veh/h	8	0	391	6	308	51	31	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	1023	0	1858	984	1853	1575	1708	0	0	1580	0	0
Q Serve(g_s), s	0.1	0.0	3.8	0.1	2.8	0.5	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	3.8	3.9	2.8	0.5	0.8	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.35		0.29	0.62		0.14
Lane Grp Cap(c), veh/h	813	0	1316	768	1313	1116	248	0	0	256	0	0
V/C Ratio(X)	0.01	0.00	0.30	0.01	0.23	0.05	0.13	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	813	0	1316	768	1313	1116	604	0	0	609	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.0	0.0	2.6	3.3	2.5	2.1	20.7	0.0	0.0	21.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.4	0.1	0.2	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.1	0.0	1.5	0.2	0.4	0.0	0.0	1.5	0.0	0.0
LnGrp Delay(d),s/veh	3.0	0.0	3.2	3.4	2.9	2.2	20.9	0.0	0.0	22.8	0.0	0.0
LnGrp LOS	A		A	A	A	A	C			C		
Approach Vol, veh/h		399			365			31			107	
Approach Delay, s/veh		3.2			2.8			20.9			22.8	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		8.7		40.0		8.7
Change Period (Y+Rc), s		5.5		4.5		5.5		4.5
Max Green Setting (Gmax), s		34.5		15.5		34.5		15.5
Max Q Clear Time (g_c+I1), s		5.8		5.2		5.9		2.8
Green Ext Time (p_c), s		3.4		0.3		3.4		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	56	35	49	54	39	35	267	55	21	239	8
Future Volume (veh/h)	6	56	35	49	54	39	35	267	55	21	239	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	6	57	36	50	55	40	36	272	56	21	244	8
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	485	339	214	490	322	234	633	792	163	672	938	31
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	1.00	1.00	1.00	0.53	0.53	0.53
Sat Flow, veh/h	1289	1063	672	1304	1009	734	1129	1507	310	1042	1785	59
Grp Volume(v), veh/h	6	0	93	50	0	95	36	0	328	21	0	252
Grp Sat Flow(s),veh/h/ln	1289	0	1735	1304	0	1743	1129	0	1817	1042	0	1843
Q Serve(g_s), s	0.2	0.0	2.2	1.7	0.0	2.3	0.3	0.0	0.0	0.6	0.0	4.4
Cycle Q Clear(g_c), s	2.5	0.0	2.2	3.9	0.0	2.3	4.6	0.0	0.0	0.6	0.0	4.4
Prop In Lane	1.00		0.39	1.00		0.42	1.00		0.17	1.00		0.03
Lane Grp Cap(c), veh/h	485	0	553	490	0	556	633	0	956	672	0	969
V/C Ratio(X)	0.01	0.00	0.17	0.10	0.00	0.17	0.06	0.00	0.34	0.03	0.00	0.26
Avail Cap(c_a), veh/h	485	0	553	490	0	556	633	0	956	672	0	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	14.2	15.6	0.0	14.2	0.3	0.0	0.0	6.7	0.0	7.6
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.4	0.0	0.7	0.2	0.0	1.0	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	0.7	0.0	1.2	0.1	0.0	0.3	0.2	0.0	2.3
LnGrp Delay(d),s/veh	15.2	0.0	14.9	16.0	0.0	14.9	0.5	0.0	1.0	6.7	0.0	8.2
LnGrp LOS	B		B	B		B	A		A	A		A
Approach Vol, veh/h		99			145			364			273	
Approach Delay, s/veh		14.9			15.3			0.9			8.1	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		23.0		35.0		23.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		30.5		18.5		30.5		18.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	18	23	9	17	14	9	268	35	10	235	16
Future Volume (veh/h)	15	18	23	9	17	14	9	268	35	10	235	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1919	1881	1919	1881	1881	1919	1853	1853	1890
Adj Flow Rate, veh/h	15	19	24	9	18	14	9	276	36	10	242	16
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	199	204	140	261	173	623	866	113	571	913	60
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	300	664	681	242	871	577	1128	1631	213	1058	1720	114
Grp Volume(v), veh/h	58	0	0	41	0	0	9	0	312	10	0	258
Grp Sat Flow(s),veh/h/ln	1645	0	0	1690	0	0	1128	0	1844	1058	0	1833
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	6.2	0.4	0.0	5.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.1	0.0	0.0	5.3	0.0	6.2	6.6	0.0	5.0
Prop In Lane	0.26		0.41	0.22		0.34	1.00		0.12	1.00		0.06
Lane Grp Cap(c), veh/h	563	0	0	574	0	0	623	0	979	571	0	973
V/C Ratio(X)	0.10	0.00	0.00	0.07	0.00	0.00	0.01	0.00	0.32	0.02	0.00	0.27
Avail Cap(c_a), veh/h	563	0	0	574	0	0	623	0	979	571	0	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	0.0	16.3	0.0	0.0	9.8	0.0	8.6	10.5	0.0	8.3
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.9	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.6	0.0	0.0	0.1	0.0	3.4	0.1	0.0	2.7
LnGrp Delay(d),s/veh	16.8	0.0	0.0	16.5	0.0	0.0	9.8	0.0	9.5	10.5	0.0	9.0
LnGrp LOS	B			B			A		A	B		A
Approach Vol, veh/h		58			41			321			268	
Approach Delay, s/veh		16.8			16.5			9.5			9.1	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		34.5		19.5		34.5		19.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	435	80	90	410	40	65
Future Volume (veh/h)	435	80	90	410	40	65
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1938	1844	1844	1853	1853
Adj Flow Rate, veh/h	473	87	98	446	43	71
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	988	181	646	2254	220	196
Arrive On Green	0.32	0.32	0.19	0.64	0.12	0.12
Sat Flow, veh/h	3144	558	1756	3596	1765	1575
Grp Volume(v), veh/h	279	281	98	446	43	71
Grp Sat Flow(s),veh/h/ln	1805	1802	1756	1752	1765	1575
Q Serve(g_s), s	6.4	6.5	1.4	2.7	1.1	2.1
Cycle Q Clear(g_c), s	6.4	6.5	1.4	2.7	1.1	2.1
Prop In Lane		0.31	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	585	584	646	2254	220	196
V/C Ratio(X)	0.48	0.48	0.15	0.20	0.20	0.36
Avail Cap(c_a), veh/h	1519	1516	935	2254	871	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	14.0	6.2	3.8	20.3	20.7
Incr Delay (d2), s/veh	0.9	0.9	0.2	0.1	0.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.3	0.7	1.3	0.6	2.0
LnGrp Delay(d),s/veh	14.8	14.9	6.3	3.8	20.7	21.9
LnGrp LOS	B	B	A	A	C	C
Approach Vol, veh/h	560			544	114	
Approach Delay, s/veh	14.9			4.3	21.4	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		39.7		11.9	16.5	23.2		
Change Period (Y+Rc), s		6.5		5.5	6.5	6.5		
Max Green Setting (Gmax), s		20.0		25.5	18.5	43.5		
Max Q Clear Time (g_c+I1), s		4.7		4.1	3.4	8.5		
Green Ext Time (p_c), s		5.6		0.4	0.4	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	15	25	15	15	10	30	250	15	10	220	5
Future Volume (veh/h)	15	15	25	15	15	10	30	250	15	10	220	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1900	1863	1900	1853	1853	1890	1910	1872	1910
Adj Flow Rate, veh/h	16	16	27	16	16	11	33	272	16	11	239	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	37	52	119	52	30	1020	1347	79	87	1382	28
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	355	541	756	497	759	431	1126	1733	102	30	1778	36
Grp Volume(v), veh/h	59	0	0	43	0	0	33	0	288	255	0	0
Grp Sat Flow(s),veh/h/ln	1653	0	0	1687	0	0	1126	0	1835	1844	0	0
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.3	0.0	0.0	0.2	0.0	2.4	2.1	0.0	0.0
Prop In Lane	0.27		0.46	0.37		0.26	1.00		0.06	0.04		0.02
Lane Grp Cap(c), veh/h	192	0	0	201	0	0	1020	0	1426	1497	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.21	0.00	0.00	0.03	0.00	0.20	0.17	0.00	0.00
Avail Cap(c_a), veh/h	368	0	0	374	0	0	1020	0	1426	1497	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.3	0.0	0.0	26.0	0.0	0.0	1.5	0.0	1.7	1.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.3	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.7	0.0	0.0	0.1	0.0	1.3	1.2	0.0	0.0
LnGrp Delay(d),s/veh	27.1	0.0	0.0	26.5	0.0	0.0	1.5	0.0	2.0	1.9	0.0	0.0
LnGrp LOS	C			C			A		A	A		
Approach Vol, veh/h		59			43			321			255	
Approach Delay, s/veh		27.1			26.5			2.0			1.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		8.5		50.0		8.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		45.5		10.5		45.5		10.5
Max Q Clear Time (g_c+I1), s		4.4		3.9		4.1		3.3
Green Ext Time (p_c), s		2.5		0.1		2.5		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	88	36	29	105	31	28	26	30	28	45	14
Future Volume (veh/h)	12	88	36	29	105	31	28	26	30	28	45	14
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1844	1844	1881
Adj Flow Rate, veh/h	13	95	39	31	113	33	30	28	32	30	48	15
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	692	625	257	708	697	203	549	269	307	544	454	142
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1231	1250	513	1257	1393	407	1340	798	913	1324	1348	421
Grp Volume(v), veh/h	13	0	134	31	0	146	30	0	60	30	0	63
Grp Sat Flow(s),veh/h/ln	1231	0	1763	1257	0	1800	1340	0	1711	1324	0	1770
Q Serve(g_s), s	0.3	0.0	2.3	0.8	0.0	2.4	0.9	0.0	1.3	0.9	0.0	1.3
Cycle Q Clear(g_c), s	2.7	0.0	2.3	3.0	0.0	2.4	2.2	0.0	1.3	2.2	0.0	1.3
Prop In Lane	1.00		0.29	1.00		0.23	1.00		0.53	1.00		0.24
Lane Grp Cap(c), veh/h	692	0	881	708	0	900	549	0	576	544	0	595
V/C Ratio(X)	0.02	0.00	0.15	0.04	0.00	0.16	0.05	0.00	0.10	0.06	0.00	0.11
Avail Cap(c_a), veh/h	692	0	881	708	0	900	549	0	576	544	0	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	7.4	8.3	0.0	7.5	13.3	0.0	12.6	13.3	0.0	12.6
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.1	0.0	0.4	0.2	0.0	0.4	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	0.3	0.0	1.3	0.3	0.0	0.7	0.3	0.0	0.7
LnGrp Delay(d),s/veh	8.3	0.0	7.8	8.4	0.0	7.9	13.5	0.0	12.9	13.5	0.0	12.9
LnGrp LOS	A		A	A		A	B		B	B		B
Approach Vol, veh/h		147			177			90			93	
Approach Delay, s/veh		7.8			8.0			13.1			13.1	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		32.0		23.0		32.0		23.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		27.5		18.5		27.5		18.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	52	24	13	40	26	20	6	467	54	14	475	59
Future Volume (veh/h)	52	24	13	40	26	20	6	467	54	14	475	59
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1844	1844	1844	1844	1844	1881	1853	1853	1890
Adj Flow Rate, veh/h	54	25	0	41	27	0	6	481	56	14	490	61
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	185	157	239	181	154	640	2134	247	651	2127	264
Arrive On Green	0.10	0.10	0.00	0.10	0.10	0.00	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1392	1881	1599	1366	1844	1568	845	3164	367	860	3154	391
Grp Volume(v), veh/h	54	25	0	41	27	0	6	265	272	14	273	278
Grp Sat Flow(s),veh/h/ln	1392	1881	1599	1366	1844	1568	845	1752	1779	860	1761	1784
Q Serve(g_s), s	2.2	0.7	0.0	1.7	0.8	0.0	0.2	3.5	3.5	0.4	3.5	3.6
Cycle Q Clear(g_c), s	3.0	0.7	0.0	2.4	0.8	0.0	3.7	3.5	3.5	3.9	3.5	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.22
Lane Grp Cap(c), veh/h	239	185	157	239	181	154	640	1181	1200	651	1187	1203
V/C Ratio(X)	0.23	0.14	0.00	0.17	0.15	0.00	0.01	0.22	0.23	0.02	0.23	0.23
Avail Cap(c_a), veh/h	290	254	216	289	249	211	690	1285	1305	702	1291	1308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	24.4	0.0	25.5	24.5	0.0	4.4	3.7	3.7	4.5	3.7	3.7
Incr Delay (d2), s/veh	0.7	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.0	0.7	0.4	0.0	0.0	1.6	1.7	0.1	1.7	1.7
LnGrp Delay(d),s/veh	26.5	24.9	0.0	26.0	25.0	0.0	4.5	3.7	3.7	4.5	3.8	3.8
LnGrp LOS	C	C		C	C		A	A	A	A	A	A
Approach Vol, veh/h		79			68			543			565	
Approach Delay, s/veh		26.0			25.6			3.8			3.8	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.5		12.8		46.5		12.8
Change Period (Y+Rc), s		6.5		7.0		6.5		7.0
Max Green Setting (Gmax), s		43.5		8.0		43.5		8.0
Max Q Clear Time (g_c+I1), s		5.9		4.4		5.7		5.0
Green Ext Time (p_c), s		0.9		0.2		0.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	267	180	257	224	125	291
Future Volume (veh/h)	267	180	257	224	125	291
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1853	1853
Adj Flow Rate, veh/h	272	0	262	229	128	0
Adj No. of Lanes	1	1	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	513	436	404	2302	242	111
Arrive On Green	0.28	0.00	0.23	0.65	0.07	0.00
Sat Flow, veh/h	1853	1575	1783	3651	3424	1575
Grp Volume(v), veh/h	272	0	262	229	128	0
Grp Sat Flow(s),veh/h/ln	1853	1575	1783	1778	1712	1575
Q Serve(g_s), s	4.5	0.0	4.8	0.9	1.3	0.0
Cycle Q Clear(g_c), s	4.5	0.0	4.8	0.9	1.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	513	436	404	2302	242	111
V/C Ratio(X)	0.53	0.00	0.65	0.10	0.53	0.00
Avail Cap(c_a), veh/h	1785	1518	1259	3426	948	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.1	0.0	12.7	2.4	16.2	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.8	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.5	0.4	0.7	0.0
LnGrp Delay(d),s/veh	11.9	0.0	14.4	2.4	18.0	0.0
LnGrp LOS	B		B	A	B	
Approach Vol, veh/h	272			491	128	
Approach Delay, s/veh	11.9			8.8	18.0	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		28.6		7.5	13.4	15.2		
Change Period (Y+Rc), s		5.2		5.0	5.2	* 5.2		
Max Green Setting (Gmax), s		34.8		10.0	25.5	* 35		
Max Q Clear Time (g_c+I1), s		2.9		3.3	6.8	6.5		
Green Ext Time (p_c), s		2.2		0.2	2.0	1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	279	6	0	281	29	7	27	9	33	26	19
Future Volume (veh/h)	16	279	6	0	281	29	7	27	9	33	26	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1890	1853	1890	1919	1881	1919	1890	1853	1890
Adj Flow Rate, veh/h	17	300	6	0	302	31	8	29	10	35	28	20
Adj No. of Lanes	1	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	724	1181	24	0	1067	110	100	243	72	187	139	74
Arrive On Green	1.00	1.00	1.00	0.00	0.65	0.65	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1048	1829	37	0	1654	170	122	1270	376	492	726	387
Grp Volume(v), veh/h	17	0	306	0	0	333	47	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1048	0	1866	0	0	1823	1769	0	0	1605	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.0	0.0	4.4	1.2	0.0	0.0	2.2	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.09	0.17		0.21	0.42		0.24
Lane Grp Cap(c), veh/h	724	0	1204	0	0	1177	414	0	0	399	0	0
V/C Ratio(X)	0.02	0.00	0.25	0.00	0.00	0.28	0.11	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	724	0	1204	0	0	1177	414	0	0	399	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.3	0.0	0.0	0.0	0.0	4.2	18.5	0.0	0.0	18.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.0	0.0	0.6	0.6	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.0	0.0	2.3	0.7	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	0.3	0.0	0.5	0.0	0.0	4.8	19.0	0.0	0.0	20.1	0.0	0.0
LnGrp LOS	A		A			A	B			C		
Approach Vol, veh/h		323			333			47			83	
Approach Delay, s/veh		0.5			4.8			19.0			20.1	
Approach LOS		A			A			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		15.0		40.0		15.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		35.5		10.5		35.5		10.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	20	47	51	24	26	37	429	30	4	369	1
Future Volume (veh/h)	3	20	47	51	24	26	37	429	30	4	369	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1910	1872	1910	1853	1853	1890	1872	1872	1910
Adj Flow Rate, veh/h	3	22	51	55	26	28	40	466	33	4	401	1
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	149	312	284	135	111	552	949	67	480	1035	3
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	16	527	1108	659	480	394	974	1711	121	900	1867	5
Grp Volume(v), veh/h	76	0	0	109	0	0	40	0	499	4	0	402
Grp Sat Flow(s),veh/h/ln	1652	0	0	1533	0	0	974	0	1832	900	0	1871
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	1.3	0.0	9.2	0.2	0.0	6.7
Cycle Q Clear(g_c), s	1.9	0.0	0.0	2.7	0.0	0.0	8.0	0.0	9.2	9.3	0.0	6.7
Prop In Lane	0.04		0.67	0.50		0.26	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	534	0	0	530	0	0	552	0	1016	480	0	1038
V/C Ratio(X)	0.14	0.00	0.00	0.21	0.00	0.00	0.07	0.00	0.49	0.01	0.00	0.39
Avail Cap(c_a), veh/h	534	0	0	530	0	0	552	0	1016	480	0	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	15.1	0.0	0.0	9.2	0.0	7.5	10.4	0.0	6.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.0	0.0	0.3	0.0	1.7	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.4	0.0	0.0	0.4	0.0	5.1	0.0	0.0	3.7
LnGrp Delay(d),s/veh	15.4	0.0	0.0	16.0	0.0	0.0	9.5	0.0	9.2	10.4	0.0	8.0
LnGrp LOS	B			B			A		A	B		A
Approach Vol, veh/h		76			109			539			406	
Approach Delay, s/veh		15.4			16.0			9.2			8.1	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		30.5		15.5		30.5		15.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	270	28	16	209	35	6	33	27	42	42	15
Future Volume (veh/h)	31	270	28	16	209	35	6	33	27	42	42	15
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	33	287	30	17	222	37	6	35	29	45	45	16
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	670	924	97	622	868	145	475	267	221	468	368	131
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1121	1667	174	1064	1565	261	1343	948	785	1326	1307	465
Grp Volume(v), veh/h	33	0	317	17	0	259	6	0	64	45	0	61
Grp Sat Flow(s),veh/h/ln	1121	0	1841	1064	0	1826	1343	0	1733	1326	0	1771
Q Serve(g_s), s	0.9	0.0	5.1	0.5	0.0	4.0	0.2	0.0	1.5	1.4	0.0	1.4
Cycle Q Clear(g_c), s	4.9	0.0	5.1	5.6	0.0	4.0	1.6	0.0	1.5	3.0	0.0	1.4
Prop In Lane	1.00		0.09	1.00		0.14	1.00		0.45	1.00		0.26
Lane Grp Cap(c), veh/h	670	0	1021	622	0	1013	475	0	489	468	0	499
V/C Ratio(X)	0.05	0.00	0.31	0.03	0.00	0.26	0.01	0.00	0.13	0.10	0.00	0.12
Avail Cap(c_a), veh/h	670	0	1021	622	0	1013	475	0	489	468	0	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	0.0	6.6	8.1	0.0	6.4	15.3	0.0	14.7	15.8	0.0	14.7
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.1	0.0	0.6	0.0	0.0	0.6	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.8	0.2	0.0	2.2	0.1	0.0	0.8	0.6	0.0	0.7
LnGrp Delay(d),s/veh	7.8	0.0	7.4	8.2	0.0	7.0	15.3	0.0	15.3	16.2	0.0	15.2
LnGrp LOS	A		A	A		A	B		B	B		B
Approach Vol, veh/h		350			276			70			106	
Approach Delay, s/veh		7.4			7.0			15.3			15.6	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		30.5		15.5		30.5		15.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	4	373	15	55	449	65	12	32	29	45	25	6
Future Volume (veh/h)	4	373	15	55	449	65	12	32	29	45	25	6
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1872	1872	1835	1872	1910	1872	1910
Adj Flow Rate, veh/h	4	393	16	58	473	68	13	34	31	47	26	6
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	630	1854	75	697	1912	855	153	49	44	248	36	8
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	857	3449	140	977	3557	1591	293	765	698	1017	562	130
Grp Volume(v), veh/h	4	200	209	58	473	68	78	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	857	1761	1829	977	1778	1591	1756	0	0	1709	0	0
Q Serve(g_s), s	0.1	1.9	1.9	1.0	2.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	1.9	1.9	2.9	2.2	0.6	1.3	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.08	1.00		1.00	0.17		0.40	0.59		0.08
Lane Grp Cap(c), veh/h	630	946	983	697	1912	855	246	0	0	292	0	0
V/C Ratio(X)	0.01	0.21	0.21	0.08	0.25	0.08	0.32	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	1646	3035	3152	1841	6074	2717	1127	0	0	1104	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	3.8	3.8	4.5	3.9	3.5	14.4	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.1	0.1	0.1	0.7	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.0	0.3	1.1	0.3	0.7	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	4.5	4.0	4.0	4.6	4.0	3.6	15.1	0.0	0.0	14.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h		413			599			78			79	
Approach Delay, s/veh		4.0			4.0			15.1			14.9	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.3		8.0		23.3		8.0
Change Period (Y+Rc), s		6.5		6.0		* 6.5		6.0
Max Green Setting (Gmax), s		53.5		19.0		* 54		19.0
Max Q Clear Time (g_c+I1), s		4.9		3.3		4.3		3.3
Green Ext Time (p_c), s		11.9		0.5		12.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	132	436	268	30	389	58	72	175	164	380	150	44
Future Volume (veh/h)	132	436	268	30	389	58	72	175	164	380	150	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1825	1825	1825	1853	1853	1853	1881	1881	1881	1872	1872	1872
Adj Flow Rate, veh/h	145	479	0	33	427	0	79	192	0	418	165	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	2	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	948	424	347	776	347	401	395	177	619	760	340
Arrive On Green	0.10	0.27	0.00	0.04	0.22	0.00	0.08	0.11	0.00	0.18	0.21	0.00
Sat Flow, veh/h	1739	3468	1552	1765	3522	1575	1792	3575	1599	3459	3557	1591
Grp Volume(v), veh/h	145	479	0	33	427	0	79	192	0	418	165	0
Grp Sat Flow(s),veh/h/ln	1739	1734	1552	1765	1761	1575	1792	1787	1599	1729	1778	1591
Q Serve(g_s), s	3.4	6.5	0.0	0.8	6.0	0.0	2.1	2.8	0.0	6.3	2.1	0.0
Cycle Q Clear(g_c), s	3.4	6.5	0.0	0.8	6.0	0.0	2.1	2.8	0.0	6.3	2.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	402	948	424	347	776	347	401	395	177	619	760	340
V/C Ratio(X)	0.36	0.51	0.00	0.10	0.55	0.00	0.20	0.49	0.00	0.68	0.22	0.00
Avail Cap(c_a), veh/h	717	2391	1070	1077	2428	1086	922	2464	1102	1579	1815	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.3	17.1	0.0	15.6	19.3	0.0	19.3	23.3	0.0	21.4	18.1	0.0
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.0	0.6	0.0	0.1	0.9	0.0	1.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.1	0.0	0.4	3.0	0.0	1.0	1.4	0.0	3.1	1.1	0.0
LnGrp Delay(d),s/veh	14.7	17.5	0.0	15.6	19.9	0.0	19.4	24.3	0.0	22.7	18.2	0.0
LnGrp LOS	B	B		B	B		B	C		C	B	
Approach Vol, veh/h		624			460			271			583	
Approach Delay, s/veh		16.9			19.6			22.9			21.4	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	12.7	6.9	21.8	8.7	18.4	9.9	18.8
Change Period (Y+Rc), s	4.5	6.5	4.5	6.5	4.5	6.5	4.5	6.5
Max Green Setting (Gmax), s	25.5	38.5	25.5	38.5	20.5	28.5	15.5	38.5
Max Q Clear Time (g_c+I1), s	8.3	4.8	2.8	8.5	4.1	4.1	5.4	8.0
Green Ext Time (p_c), s	1.7	1.4	0.0	4.3	0.1	1.3	0.2	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	20	40	35	85	90	25	10	175	25	15	160	5
Future Volume (veh/h)	20	40	35	85	90	25	10	175	25	15	160	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1890	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	22	43	38	92	98	27	11	190	27	16	174	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	180	159	498	275	76	552	795	111	529	887	25
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1267	918	811	1305	1400	386	1206	3134	439	1154	3496	100
Grp Volume(v), veh/h	22	0	81	92	0	125	11	107	110	16	87	92
Grp Sat Flow(s),veh/h/ln	1267	0	1729	1305	0	1785	1206	1778	1795	1154	1761	1836
Q Serve(g_s), s	0.4	0.0	1.0	1.6	0.0	1.5	0.2	1.2	1.2	0.3	1.0	1.0
Cycle Q Clear(g_c), s	1.9	0.0	1.0	2.5	0.0	1.5	1.1	1.2	1.2	1.5	1.0	1.0
Prop In Lane	1.00		0.47	1.00		0.22	1.00		0.24	1.00		0.05
Lane Grp Cap(c), veh/h	466	0	340	498	0	351	552	451	455	529	446	465
V/C Ratio(X)	0.05	0.00	0.24	0.18	0.00	0.36	0.02	0.24	0.24	0.03	0.20	0.20
Avail Cap(c_a), veh/h	1146	0	1268	1199	0	1309	1155	1340	1353	1106	1327	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	8.3	9.4	0.0	8.5	7.6	7.3	7.3	7.9	7.2	7.2
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.2	0.0	0.6	0.0	0.6	0.6	0.0	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.5	0.6	0.0	0.8	0.1	0.6	0.7	0.1	0.5	0.5
LnGrp Delay(d),s/veh	9.4	0.0	8.7	9.6	0.0	9.1	7.7	7.8	7.9	7.9	7.6	7.6
LnGrp LOS	A		A	A		A	A	A	A	A	A	A
Approach Vol, veh/h		103			217			228			195	
Approach Delay, s/veh		8.8			9.3			7.8			7.7	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		12.7		11.8		12.7		11.8
Change Period (Y+Rc), s		6.5		7.0		6.5		7.0
Max Green Setting (Gmax), s		18.5		18.0		18.5		18.0
Max Q Clear Time (g_c+I1), s		3.2		3.9		3.5		4.5
Green Ext Time (p_c), s		2.8		0.9		2.7		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	25	10	70	15	100	35	120	85	85	180	25
Future Volume (veh/h)	10	25	10	70	15	100	35	120	85	85	180	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1872	1853	1853	1890	1881	1881	1919	1844	1844	1881
Adj Flow Rate, veh/h	11	27	0	76	16	109	38	130	92	92	196	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	333	283	362	37	249	686	772	510	706	1306	177
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.18	0.06	0.37	0.37	0.11	0.42	0.42
Sat Flow, veh/h	1267	1872	1591	1371	206	1401	1792	2064	1364	1756	3100	421
Grp Volume(v), veh/h	11	27	0	76	0	125	38	111	111	92	110	113
Grp Sat Flow(s),veh/h/ln	1267	1872	1591	1371	0	1606	1792	1787	1641	1756	1752	1770
Q Serve(g_s), s	0.4	0.6	0.0	2.6	0.0	3.7	0.7	2.2	2.4	1.5	2.1	2.1
Cycle Q Clear(g_c), s	4.1	0.6	0.0	3.3	0.0	3.7	0.7	2.2	2.4	1.5	2.1	2.1
Prop In Lane	1.00		1.00	1.00		0.87	1.00		0.83	1.00		0.24
Lane Grp Cap(c), veh/h	272	333	283	362	0	285	686	669	614	706	738	745
V/C Ratio(X)	0.04	0.08	0.00	0.21	0.00	0.44	0.06	0.17	0.18	0.13	0.15	0.15
Avail Cap(c_a), veh/h	616	841	714	759	0	751	1207	1304	1197	1135	1278	1291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	18.3	0.0	19.7	0.0	19.6	8.6	11.2	11.2	7.5	9.6	9.6
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.4	0.0	1.5	0.0	0.1	0.1	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	1.0	0.0	1.8	0.3	1.1	1.1	0.7	1.0	1.1
LnGrp Delay(d),s/veh	21.5	18.5	0.0	20.1	0.0	21.1	8.7	11.3	11.4	7.6	9.6	9.7
LnGrp LOS	C	B		C		C	A	B	B	A	A	A
Approach Vol, veh/h		38			201			260			315	
Approach Delay, s/veh		19.4			20.7			10.9			9.1	
Approach LOS		B			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	26.0		15.5	9.4	28.5		15.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	39.0		24.0	19.0	39.0		25.0
Max Q Clear Time (g_c+I1), s	3.5	4.4		6.1	2.7	4.1		5.7
Green Ext Time (p_c), s	0.3	1.7		1.3	0.1	1.7		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	109	730	29	6	715	97	9	2	22	128	9	138
Future Volume (veh/h)	109	730	29	6	715	97	9	2	22	128	9	138
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1881	1881	1919	1872	1872	1910
Adj Flow Rate, veh/h	112	753	30	6	737	100	9	2	23	132	9	142
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	2	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	2034	81	324	1114	151	238	20	226	690	15	229
Arrive On Green	0.10	0.58	0.58	0.35	0.35	0.35	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1783	3487	139	691	3148	427	1244	129	1489	2691	96	1510
Grp Volume(v), veh/h	112	384	399	6	416	421	9	0	25	132	0	151
Grp Sat Flow(s),veh/h/ln	1783	1778	1848	691	1778	1797	1244	0	1619	1346	0	1606
Q Serve(g_s), s	0.0	5.2	5.2	0.3	8.9	8.9	0.3	0.0	0.6	2.0	0.0	4.0
Cycle Q Clear(g_c), s	0.0	5.2	5.2	5.5	8.9	8.9	4.3	0.0	0.6	2.6	0.0	4.0
Prop In Lane	1.00		0.08	1.00		0.24	1.00		0.92	1.00		0.94
Lane Grp Cap(c), veh/h	406	1037	1078	324	629	636	238	0	245	690	0	244
V/C Ratio(X)	0.28	0.37	0.37	0.02	0.66	0.66	0.04	0.00	0.10	0.19	0.00	0.62
Avail Cap(c_a), veh/h	863	3181	3304	980	2317	2341	846	0	1036	2005	0	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	5.0	5.0	13.2	12.3	12.3	20.0	0.0	16.6	17.7	0.0	18.0
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.0	1.4	1.4	0.1	0.0	0.2	0.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.5	2.6	0.1	4.5	4.6	0.1	0.0	0.3	0.8	0.0	1.9
LnGrp Delay(d),s/veh	17.1	5.3	5.3	13.3	13.8	13.8	20.1	0.0	16.8	17.8	0.0	19.9
LnGrp LOS	B	A	A	B	B	B	C		B	B		B
Approach Vol, veh/h		895			843			34			283	
Approach Delay, s/veh		6.7			13.8			17.6			18.9	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.4	22.0		12.9		32.4		12.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	16.0	59.0		29.0		81.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	10.9		6.3		7.2		6.0
Green Ext Time (p_c), s	3.8	5.1		1.1		4.9		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	85	21	25	97	368	7	195	69	309	158	256
Future Volume (veh/h)	156	85	21	25	97	368	7	195	69	309	158	256
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1890	1853	1853	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	164	89	22	26	102	387	7	205	0	325	166	269
Adj No. of Lanes	2	1	0	0	1	2	1	2	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	668	391	97	138	432	759	199	397	177	878	461	392
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.11	0.11	0.00	0.24	0.24	0.24
Sat Flow, veh/h	1735	1429	353	189	1577	2773	1756	3504	1568	3584	1881	1599
Grp Volume(v), veh/h	164	0	111	128	0	387	7	205	0	325	166	269
Grp Sat Flow(s),veh/h/ln	868	0	1782	1767	0	1386	1756	1752	1568	1792	1881	1599
Q Serve(g_s), s	4.1	0.0	2.4	0.0	0.0	5.9	0.2	2.8	0.0	3.8	3.7	7.7
Cycle Q Clear(g_c), s	6.8	0.0	2.4	2.7	0.0	5.9	0.2	2.8	0.0	3.8	3.7	7.7
Prop In Lane	1.00		0.20	0.20		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	668	0	488	570	0	759	199	397	177	878	461	392
V/C Ratio(X)	0.25	0.00	0.23	0.22	0.00	0.51	0.04	0.52	0.00	0.37	0.36	0.69
Avail Cap(c_a), veh/h	987	0	815	814	0	1159	1188	2370	1060	2424	1273	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	14.1	14.2	0.0	15.4	19.8	21.0	0.0	15.8	15.7	17.2
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.3	0.0	0.9	0.1	0.8	0.0	0.2	0.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	1.4	0.0	2.4	0.1	1.4	0.0	1.9	1.9	3.5
LnGrp Delay(d),s/veh	17.1	0.0	14.4	14.6	0.0	16.3	19.9	21.8	0.0	15.9	16.1	18.8
LnGrp LOS	B		B	B		B	B	C		B	B	B
Approach Vol, veh/h		275			515			212			760	
Approach Delay, s/veh		16.0			15.9			21.7			17.0	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		18.3		20.3		11.7		20.3
Change Period (Y+Rc), s		6.0		* 6.5		6.0		6.5
Max Green Setting (Gmax), s		34.0		* 23		34.0		21.0
Max Q Clear Time (g_c+I1), s		9.7		8.8		4.8		7.9
Green Ext Time (p_c), s		2.6		5.0		0.7		4.7

Intersection Summary	
HCM 2010 Ctrl Delay	17.1
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	194	202	19	237	166	32
Future Volume (veh/h)	194	202	19	237	166	32
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1844	1844
Adj Flow Rate, veh/h	211	0	21	258	180	0
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1747	782	732	2243	247	221
Arrive On Green	0.50	0.00	0.03	0.63	0.14	0.00
Sat Flow, veh/h	3614	1575	1783	3651	1756	1568
Grp Volume(v), veh/h	211	0	21	258	180	0
Grp Sat Flow(s),veh/h/ln	1761	1575	1783	1778	1756	1568
Q Serve(g_s), s	1.6	0.0	0.3	1.5	4.9	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.3	1.5	4.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1747	782	732	2243	247	221
V/C Ratio(X)	0.12	0.00	0.03	0.12	0.73	0.00
Avail Cap(c_a), veh/h	3079	1378	1378	3110	1030	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.8	0.0	5.0	3.7	20.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	4.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.1	0.7	2.7	0.0
LnGrp Delay(d),s/veh	6.8	0.0	5.0	3.7	25.6	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	211			279	180	
Approach Delay, s/veh	6.8			3.8	25.6	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	6.8	31.0		12.6		37.7		
Change Period (Y+Rc), s	5.5	6.0		5.5		6.0		
Max Green Setting (Gmax), s	19.5	44.0		29.5		44.0		
Max Q Clear Time (g_c+I1), s	2.3	3.6		6.9		3.5		
Green Ext Time (p_c), s	0.0	2.6		0.8		2.6		

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	326	0	0	356	76	0	0	0	101	0	146
Future Volume (veh/h)	114	326	0	0	356	76	0	0	0	101	0	146
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1881	1844	1844	1853	1853	1890
Adj Flow Rate, veh/h	119	340	0	0	371	79	0	0	0	105	0	152
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	1668	0	190	770	162	0	272	231	451	0	232
Arrive On Green	0.07	0.47	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1783	3651	0	1036	2911	613	0	1844	1568	1765	0	1575
Grp Volume(v), veh/h	119	340	0	0	224	226	0	0	0	105	0	152
Grp Sat Flow(s),veh/h/ln	1783	1778	0	1036	1770	1754	0	1844	1568	1765	0	1575
Q Serve(g_s), s	1.7	2.1	0.0	0.0	4.0	4.1	0.0	0.0	0.0	2.0	0.0	3.4
Cycle Q Clear(g_c), s	1.7	2.1	0.0	0.0	4.0	4.1	0.0	0.0	0.0	2.0	0.0	3.4
Prop In Lane	1.00		0.00	1.00		0.35	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	466	1668	0	190	468	464	0	272	231	451	0	232
V/C Ratio(X)	0.26	0.20	0.00	0.00	0.48	0.49	0.00	0.00	0.00	0.23	0.00	0.65
Avail Cap(c_a), veh/h	1280	6210	0	1725	3089	3063	0	1561	1327	1661	0	1313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	5.9	0.0	0.0	11.7	11.7	0.0	0.0	0.0	14.6	0.0	15.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	1.0	0.0	1.6
LnGrp Delay(d),s/veh	8.2	5.9	0.0	0.0	12.0	12.0	0.0	0.0	0.0	14.7	0.0	16.4
LnGrp LOS	A	A			B	B				B		B
Approach Vol, veh/h		459			450			0			257	
Approach Delay, s/veh		6.5			12.0			0.0			15.7	
Approach LOS		A			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.7	19.0		11.1		26.7		11.1
Change Period (Y+Rc), s	5.0	9.0		* 5.5		9.0		5.5
Max Green Setting (Gmax), s	20.0	66.0		* 32		66.0		31.5
Max Q Clear Time (g_c+I1), s	3.7	6.1		0.0		4.1		5.4
Green Ext Time (p_c), s	0.2	1.8		0.0		1.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	2	59	4	3	0	42	189	8	4	240	152
Future Volume (veh/h)	133	2	59	4	3	0	42	189	8	4	240	152
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1863	1863	1900	1872	1872	1910
Adj Flow Rate, veh/h	143	2	63	4	3	0	45	203	9	4	258	163
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	442	9	284	383	342	0	355	901	40	542	328	207
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.05	0.51	0.51	0.31	0.31	0.31
Sat Flow, veh/h	1415	49	1549	1331	1863	0	1774	1770	78	1171	1074	678
Grp Volume(v), veh/h	143	0	65	4	3	0	45	0	212	4	0	421
Grp Sat Flow(s),veh/h/ln	1415	0	1599	1331	1863	0	1774	0	1849	1171	0	1752
Q Serve(g_s), s	3.6	0.0	1.4	0.1	0.1	0.0	0.6	0.0	2.5	0.1	0.0	8.6
Cycle Q Clear(g_c), s	3.6	0.0	1.4	1.5	0.1	0.0	0.6	0.0	2.5	0.1	0.0	8.6
Prop In Lane	1.00		0.97	1.00		0.00	1.00		0.04	1.00		0.39
Lane Grp Cap(c), veh/h	442	0	293	383	342	0	355	0	941	542	0	536
V/C Ratio(X)	0.32	0.00	0.22	0.01	0.01	0.00	0.13	0.00	0.23	0.01	0.00	0.79
Avail Cap(c_a), veh/h	2105	0	2171	1947	2530	0	677	0	1611	1205	0	1527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	13.6	14.2	13.0	0.0	8.6	0.0	5.3	9.4	0.0	12.4
Incr Delay (d2), s/veh	0.4	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.6	0.0	0.0	0.0	0.3	0.0	1.2	0.0	0.0	4.2
LnGrp Delay(d),s/veh	14.9	0.0	13.9	14.2	13.0	0.0	8.6	0.0	5.4	9.4	0.0	13.4
LnGrp LOS	B		B	B	B		A		A	A		B
Approach Vol, veh/h		208			7			257			425	
Approach Delay, s/veh		14.6			13.7			5.9			13.3	
Approach LOS		B			B			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.9	17.9		13.2		25.9		13.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	34.0		53.0		34.0		53.0
Max Q Clear Time (g_c+I1), s	2.6	10.6		3.5		4.5		5.6
Green Ext Time (p_c), s	0.0	1.4		0.8		1.4		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	13	41	4	23	7	256	48	12	323	11
Future Volume (veh/h)	3	4	13	41	4	23	7	256	48	12	323	11
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1891	1928	1835	1835	1872	1835	1835	1872	1919	1919	1957
Adj Flow Rate, veh/h	3	4	14	44	4	25	8	275	52	13	347	12
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	21	72	302	18	111	329	423	80	350	539	19
Arrive On Green	0.00	0.06	0.06	0.03	0.08	0.08	0.01	0.28	0.28	0.02	0.29	0.29
Sat Flow, veh/h	1801	369	1293	1747	220	1373	1747	1501	284	1827	1844	64
Grp Volume(v), veh/h	3	0	18	44	0	29	8	0	327	13	0	359
Grp Sat Flow(s),veh/h/ln	1801	0	1662	1747	0	1593	1747	0	1785	1827	0	1907
Q Serve(g_s), s	0.1	0.0	0.4	0.9	0.0	0.7	0.1	0.0	6.1	0.2	0.0	6.3
Cycle Q Clear(g_c), s	0.1	0.0	0.4	0.9	0.0	0.7	0.1	0.0	6.1	0.2	0.0	6.3
Prop In Lane	1.00		0.78	1.00		0.86	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	274	0	93	302	0	129	329	0	503	350	0	557
V/C Ratio(X)	0.01	0.00	0.19	0.15	0.00	0.22	0.02	0.00	0.65	0.04	0.00	0.64
Avail Cap(c_a), veh/h	1872	0	1526	1808	0	835	1211	0	1310	1253	0	1400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	17.2	16.4	0.0	16.4	10.2	0.0	12.0	9.9	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.2	0.0	0.3	0.0	0.0	1.4	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.4	0.0	0.3	0.1	0.0	3.2	0.1	0.0	3.5
LnGrp Delay(d),s/veh	16.9	0.0	17.6	16.6	0.0	16.7	10.2	0.0	13.5	10.0	0.0	13.0
LnGrp LOS	B		B	B		B	B		B	A		B
Approach Vol, veh/h		21			73			335			372	
Approach Delay, s/veh		17.5			16.6			13.4			12.9	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	8.1	6.1	17.7	7.1	7.1	5.7	18.1
Change Period (Y+Rc), s	6.0	5.0	5.5	7.0	6.0	5.0	5.5	7.0
Max Green Setting (Gmax), s	34.0	20.0	19.5	28.0	34.0	35.0	19.5	28.0
Max Q Clear Time (g_c+I1), s	2.1	2.7	2.2	8.1	2.9	2.4	2.1	8.3
Green Ext Time (p_c), s	0.0	0.1	0.0	2.6	0.1	0.1	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	40	10	10	30	5	5	10	5	10	20	15
Future Volume (veh/h)	15	40	10	10	30	5	5	10	5	10	20	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1910	1872	1910	1900	1863	1900
Adj Flow Rate, veh/h	16	43	11	11	33	5	5	11	5	11	22	16
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	539	120	229	589	79	191	330	123	183	287	167
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	239	1218	271	233	1330	178	212	1100	410	190	955	555
Grp Volume(v), veh/h	70	0	0	49	0	0	21	0	0	49	0	0
Grp Sat Flow(s),veh/h/ln	1728	0	0	1741	0	0	1722	0	0	1700	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.7	0.0	0.0
Prop In Lane	0.23		0.16	0.22		0.10	0.24		0.24	0.22		0.33
Lane Grp Cap(c), veh/h	891	0	0	897	0	0	644	0	0	636	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.05	0.00	0.00	0.03	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	891	0	0	897	0	0	644	0	0	636	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	0.0	0.0	5.6	0.0	0.0	8.7	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	5.8	0.0	0.0	5.7	0.0	0.0	8.8	0.0	0.0	9.1	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		70			49			21			49	
Approach Delay, s/veh		5.8			5.7			8.8			9.1	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.0		20.0		15.0		20.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		10.5		15.5		10.5		15.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	35	5	10	25	5	70	30	15	10	25	20
Future Volume (veh/h)	15	35	5	10	25	5	70	30	15	10	25	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1910	1872	1910	1900	1863	1900
Adj Flow Rate, veh/h	16	38	5	11	27	5	76	33	16	11	27	22
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	562	65	255	549	89	405	162	59	162	283	187
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	310	1269	146	283	1239	200	798	541	196	134	944	624
Grp Volume(v), veh/h	59	0	0	43	0	0	125	0	0	60	0	0
Grp Sat Flow(s),veh/h/ln	1726	0	0	1722	0	0	1535	0	0	1702	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.5	0.0	0.0	1.9	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.27		0.08	0.26		0.12	0.61		0.13	0.18		0.37
Lane Grp Cap(c), veh/h	895	0	0	892	0	0	626	0	0	632	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.05	0.00	0.00	0.20	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	895	0	0	892	0	0	626	0	0	632	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	5.6	0.0	0.0	9.2	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.3	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	5.8	0.0	0.0	5.7	0.0	0.0	9.9	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		59			43			125			60	
Approach Delay, s/veh		5.8			5.7			9.9			9.2	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.0		20.0		15.0		20.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		10.5		15.5		10.5		15.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

TSM&O
PARIS, TENNESSEE

Appendix E:
CLEARANCE INTERVALS

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of
Transportation

Comparison of Local Controller Settings (Pedestrian Timings, Pedestrian Clearance Intervals, and Vehicle Clearance Intervals)

N/A — W Wood St & Irvine St

Pedestrian Timings

Phase								
Movement								
Existing W, FDW Time								
Crossing Distance								
Theoretical Pedestrian Clearance Time								
Theoretical Walk, Flashing Don't Walk Times								
Chosen Walk, Flashing Don't Walk Times								

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	50		60		55		57	
Approach speed	30		30		30		30	
Grade	-1		-1		4		-5	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			*EBT*				*NBT*				*WBT*				*SBT*	
Existing Y | AR			3.5	1.5			3.5	1.5								
Theoretical Clearance			*4.7*				*4.2*				*4.3*				*3.8*	
Theoretical Y | AR			**4.2**	**0.4**			**3.8**	**0.3**			**3.8**	**0.5**			**3.4**	**0.4**
Chosen Y | AR			**4.0**	**1.5**			**3.5**	**1.5**			**4.0**	**1.5**			**3.5**	**1.5**

N/A — Wood St & Market St

Pedestrian Timings

	P2		P4		P6		P8	
Phase								
Movement	*NB*		*EB*		*SB*		*WB*	
Existing W, FDW Time								
Crossing Distance	76		68		67		76	
Theoretical Pedestrian Clearance Time	21.7		19.4		19.1		21.7	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**18.7**	**7.0**	**16.4**	**7.0**	**16.1**	**7.0**	**18.7**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***19.0***	***7.0***	***17.0***	***7.0***	***17.0***	***7.0***	***19.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	75	80	90		85	90	90	
Approach speed	30	25	30		30	25	30	
Grade	-1		-1		1		1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	*SBL*		*NBT*				*EBT*		*NBL*		*SBT*				*WBT*	
Existing Y | AR	3.5	1.5	3.5	1.5			3.5	1.5								
Theoretical Clearance	*4.4*		*5.8*				*4.8*		*4.2*		*4.6*				*4.8*	
Theoretical Y | AR	**2.4**	**2.0**	**3.8**	**0.7**			**3.8**	**1.0**	**2.5**	**1.7**	**3.6**	**0.9**			**3.8**	**1.0**
Chosen Y | AR	**3.0**	**2.0**	**3.5**	**1.5**			**3.5**	**1.5**	**3.0**	**2.0**	**3.5**	**1.5**			**3.5**	**1.5**

N/A — N Market St & Washington St

Pedestrian Timings

	P2		P4		P6		P8	
Phase								
Movement	*NBT*		*EBT*		*SBT*		*WBT*	
Existing W, FDW Time								
Crossing Distance	77		76		59		64	
Theoretical Pedestrian Clearance Time	22.0		21.7		16.9		18.3	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**19.0**	**7.0**	**18.7**	**7.0**	**13.9**	**7.0**	**15.3**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***19.0***	***7.0***	***19.0***	***7.0***	***14.0***	***7.0***	***16.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	85		80		85		70	
Approach speed	30		30		30		30	
Grade	1		0		-1		-1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			*NBT*				*EBT*				*SBT*				*WBT*	
Existing Y | AR			3.5	1.5			3.5	1.5								
Theoretical Clearance			*4.7*				*4.6*				*4.7*				*4.6*	
Theoretical Y | AR			**3.6**	**0.9**			**3.8**	**0.7**			**3.8**	**0.9**			**3.7**	**0.8**
Chosen Y | AR			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**

N/A — N Market St & Ruff St

Pedestrian Timings

	P2		P4		P6		P8	
Phase								
Movement	*NB*		*EB*		*SB*		*WB*	
Existing W, FDW Time								
Crossing Distance	36		65		38		61	
Theoretical Pedestrian Clearance Time	10.3		18.6		10.9		17.4	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**7.3**	**7.0**	**15.6**	**7.0**	**7.9**	**7.0**	**14.4**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***8.0***	***7.0***	***16.0***	***7.0***	***8.0***	***7.0***	***15.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	60		75		55		75	
Approach speed	30		30		30		30	
Grade	-2		-2		1		-1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			*NBT*				*EBT*				*SBT*				*WBT*	
Existing Y | AR			3.5	1.5			3.5	1.5								
Theoretical Clearance			*4.4*				*4.7*				*4.0*				*4.7*	
Theoretical Y | AR			**3.9**	**0.5**			**3.9**	**0.7**			**3.6**	**0.4**			**3.9**	**0.7**
Chosen Y | AR			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**

N/A — N Market St & Rison St

Pedestrian Timings

Phase								
Movement								
Existing W, FDW Time								
Crossing Distance								
Theoretical Pedestrian Clearance Time								
Theoretical Walk, Flashing Don't Walk Times								
Chosen Walk, Flashing Don't Walk Times								

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	50		50		45		50	53
Approach speed	30		30		30		30	25
Grade	1		0		-1		-1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			*NBT*				*EBT*				*SBT*		*EBL*		*WBT*	
Existing Y | AR			3.5	1.5			3.5	1.5								
Theoretical Clearance			*4.1*				*4.8*				*4.0*		*3.5*		*4.0*	
Theoretical Y | AR			**3.8**	**0.3**			**3.8**	**1.0**			**3.8**	**0.2**	**2.5**	**1.0**	**3.7**	**0.3**
Chosen Y | AR			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**	**3.0**	**1.5**	**3.5**	**1.5**

N/A — S Market St & Blythe St

Pedestrian Timings

	P2		P4		P6		P8	
Phase								
Movement	*NB*		*EB*		*SB*		*WB*	
Existing W, FDW Time								
Crossing Distance	43		70		42		68	
Theoretical Pedestrian Clearance Time	12.3		20.0		12.0		19.4	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**9.3**	**7.0**	**17.0**	**7.0**	**9.0**	**7.0**	**16.4**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***10.0***	***7.0***	***17.0***	***7.0***	***9.0***	***7.0***	***17.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	60		85		65		85	
Approach speed	30		30		30		30	
Grade	1		-1		-1		1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			*NBT*				*EBT*				*SBT*				*WBT*	
Existing Y | AR			3.5	1.5			3.5	1.5								
Theoretical Clearance			*4.4*				*4.7*				*4.4*				*4.7*	
Theoretical Y | AR			**3.6**	**0.5**			**3.6**	**0.9**			**3.8**	**0.6**			**3.8**	**0.9**
Chosen Y | AR			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**

N/A — E Washington St & N Poplar

Pedestrian Timings

	P2		P4		P6		P8	
Phase								
Movement	*EB*		*NB*		*WB*		*SB*	
Existing W, FDW Time								
Crossing Distance	78		62		63		75	
Theoretical Pedestrian Clearance Time	22.3		17.7		18.0		21.4	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**19.3**	**7.0**	**14.7**	**7.0**	**15.0**	**7.0**	**18.4**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***20.0***	***7.0***	***15.0***	***7.0***	***15.0***	***7.0***	***19.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	87		85		87		86	
Approach speed	30		30		30		30	
Grade	-1		-1		2		1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			*EBT*				*NBT*				*WBT*				*SBT*	
Existing Y | AR			3.5	1.5			3.5	1.5								
Theoretical Clearance			*4.8*				*4.8*				*4.7*				*4.5*	
Theoretical Y | AR			**3.6**	**0.9**			**3.8**	**1.0**			**3.8**	**0.9**			**3.6**	**1.0**
Chosen Y | AR			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**

N/A — E Wood St & Poplar

Pedestrian Timings

	P2		P4		P6		P8	
Phase								
Movement	*EB*		*NB*		*WB*		*SB*	
Existing W, FDW Time								
Crossing Distance	62		60		76		77	
Theoretical Pedestrian Clearance Time	17.7		17.1		21.7		22.0	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**14.7**	**7.0**	**14.1**	**7.0**	**18.7**	**7.0**	**19.0**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***15.0***	***7.0***	***15.0***	***7.0***	***19.0***	***7.0***	***19.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	80		85		85		85	
Approach speed	30		30		30		30	
Grade	-1		-1		1		-1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			*EBT*				*NBT*				*WBT*				*SBT*	
Existing Y | AR			3.5	1.5			3.5	1.5								
Theoretical Clearance			*4.7*				*4.6*				*4.7*				*4.6*	
Theoretical Y | AR			**3.8**	**0.9**			**3.8**	**0.8**			**3.8**	**0.9**			**3.6**	**0.9**
Chosen Y | AR			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**

Comparison of Local Controller Settings (Pedestrian Timings, Pedestrian Clearance Intervals, and Vehicle Clearance Intervals)

N/A — E Wood St & Brewer

Pedestrian Timings

Phase	P2		P4		P6		P8	
Movement	EB		NB		WB		SB	
Existing W, FDW Time								
Crossing Distance	42		38		49		61	
Theoretical Pedestrian Clearance Time	12.0		10.9		14.0		17.4	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**9.0**	**7.0**	**7.9**	**7.0**	**11.0**	**7.0**	**14.4**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***9.0***	***7.0***	***8.0***	***7.0***	***11.0***	***7.0***	***15.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	60		60		80		60	
Approach speed	30		30		30		30	
Grade	-2		1		1		-1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			EBT				NBT				WBT				SBT	
Existing Y | AR			3.5	1.5			3.5	1.5								
Theoretical Clearance			*4.3*				*4.4*				*4.1*				*4.5*	
Theoretical Y | AR			**3.8**	**0.5**			**3.9**	**0.5**			**3.6**	**0.5**			**3.6**	**0.8**
Chosen Y | AR			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**

N/A — E Wood St & Highland

Pedestrian Timings

Phase								
Movement								
Existing W, FDW Time								
Crossing Distance								
Theoretical Pedestrian Clearance Time								
Theoretical Walk, Flashing Don't Walk Times								
Chosen Walk, Flashing Don't Walk Times								

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	60		60		65		55	
Approach speed	30		35		30		35	
Grade	-4		-1		-3		2	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	*E/W*		*N/S*													
Existing Y | AR	4.0	2.0	3.5	2.0												
Theoretical Clearance	*4.5*		*4.7*													
Theoretical Y | AR	**4.2**	**0.3**	**4.1**	**0.6**												
Chosen Y | AR	**4.0**	**2.0**	**4.0**	**1.5**												

N/A — E Wood St & Lake St

Pedestrian Timings

Phase								
Movement								
Existing W, FDW Time								
Crossing Distance								
Theoretical Pedestrian Clearance Time								
Theoretical Walk, Flashing Don't Walk Times								
Chosen Walk, Flashing Don't Walk Times								

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	55		55		65		55	
Approach speed	30		35		30		35	
Grade	1		-1		-1			

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			EBT				NBT				WBT				SBT	
Existing Y | AR			3.5	1.5			3.5	1.5								
Theoretical Clearance			*4.3*				*4.0*				*4.4*				*4.4*	
Theoretical Y | AR			**4.1**	**0.2**			**3.6**	**0.4**			**4.2**	**0.2**			**3.8**	**0.6**
Chosen Y | AR			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**			**3.5**	**1.5**

N/A — E Wood St & Tyson Ave

Pedestrian Timings

Phase								
Movement								
Existing W, FDW Time								
Crossing Distance								
Theoretical Pedestrian Clearance Time								
Theoretical Walk, Flashing Don't Walk Times								
Chosen Walk, Flashing Don't Walk Times								

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width		80	75	75			75	
Approach speed		30	35	25			35	
Grade	1		-1				1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	*WBL*		*EBT*				*NBL*				*WBT*					
Existing Y | AR	4.2	2.0	4.2	1.0			4.0	1.0			4.2	1.0				
Theoretical Clearance	*4.1*		*4.5*				*4.0*				*4.7*					
Theoretical Y | AR	**2.5**	**1.6**	**4.0**	**0.5**			**2.8**	**1.3**			**4.2**	**0.5**				
Chosen Y | AR	**3.5**	**2.0**	**4.5**	**1.5**			**3.5**	**1.5**			**4.5**	**1.5**				

N/A — E Wood St & Volunteer Dr

Pedestrian Timings

Phase	P2		P4					
Movement	EB		NB					
Existing W, FDW Time	8.0	12.0	10.0	15.0				
Crossing Distance	74		72					
Theoretical Pedestrian Clearance Time	21.1		20.6					
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**18.1**	**7.0**	**17.6**				
Chosen Walk, Flashing Don't Walk Times	***8.0***	***19.0***	***8.0***	***18.0***				

* Added "Walk" time due to PPB being 15' from crosswalk

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width		95	90	95			100	
Approach speed		25	40	30			40	
Grade	1		2				-4	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	*WBL*		*EBT*				*NBL*		*WBT*							
Existing Y | AR	5.0	1.0	5.0	1.5			4.5	1.0	5.0	1.5						
Theoretical Clearance	*4.3*		*5.7*				*4.6*		*4.8*							
Theoretical Y | AR	**2.7**	**1.6**	**5.0**	**0.7**			**2.4**	**2.1**	**4.2**	**0.6**						
Chosen Y | AR	**3.5**	**2.0**	**4.5**	**1.5**			**3.5**	**2.0**	**4.5**	**1.5**						

N/A — E Wood St & Chickasaw

Pedestrian Timings

Phase	P2		P4		P6		P8	
Movement	EB		NB		WB		SB	
Existing W, FDW Time								
Crossing Distance	101		67		104		62	
Theoretical Pedestrian Clearance Time	25.3		16.8		26.0		15.5	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**22.3**	**7.0**	**13.8**	**7.0**	**23.0**	**7.0**	**12.5**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***23.0***	***7.0***	***14.0***	***7.0***	***23.0***	***7.0***	***13.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	95		130	155	100		125	155
Approach speed	40		30	25	40		30	25
Grade	-2		2		2		1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			EBT				NBT				WBT				SBT	
Existing Y | AR			5.0	2.0			4.5	2.0			5.0	2.0			4.5	2.0
Theoretical Clearance			*5.3*				*5.4*				*5.3*				*5.0*	
Theoretical Y | AR			**3.6**	**1.7**			**4.7**	**0.7**			**3.6**	**1.8**			**4.2**	**0.7**
Chosen Y | AR			**3.5**	**2.0**			**4.5**	**1.5**			**3.5**	**2.0**			**4.5**	**1.5**

N/A — Veterans Dr & Dunlap

Pedestrian Timings

Phase	P3							
Movement	SB							
Existing W, FDW Time	10.0	10.0						
Crossing Distance	138							
Theoretical Pedestrian Clearance Time	39.4							
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**36.4**						
Chosen Walk, Flashing Don't Walk Times	***10.0***	***37.0***						

* Added "Walk" time due to PPB being 12' from crosswalk (not heavy ped. Movement)

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	110		65	75	100		75	85
Approach speed	30		40	30	30		40	30
Grade	3		-1		-1		1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	*EBL*		*WBT*		*N/S*				*WBL*		*EBT*					
Existing Y | AR	4.0	2.0	4.5	2.0	4.0	2.0			3.5	1.5	4.0	2.0				
Theoretical Clearance	*4.2*		*4.8*		*5.2*				*4.1*		*4.7*					
Theoretical Y | AR	**2.8**	**1.4**	**4.6**	**0.2**	**3.8**	**1.4**			**2.9**	**1.2**	**4.3**	**0.4**				
Chosen Y | AR	**3.5**	**1.5**	**4.5**	**1.5**	**4.0**	**1.5**			**3.5**	**1.5**	**4.5**	**1.5**				

N/A — Veterans Dr & Tyson Ave

Pedestrian Timings

Phase								
Movement								
Existing W, FDW Time								
Crossing Distance								
Theoretical Pedestrian Clearance Time								
Theoretical Walk, Flashing Don't Walk Times								
Chosen Walk, Flashing Don't Walk Times								

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	75	95	85	80	90	90	90	95
Approach speed	40	30	40	30	40	30	40	30
Grade	-2		4		-1		1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	*SBL*		*NBT*		*EBL*		*WBT*		*NBL*		*SBT*		*WBL*		*EBT*	
Existing Y | AR	3.5	1.0	4.5	2.0	3.5	0.0	4.5	2.0	3.5	0.0	4.5	2.0	3.5	0.0	4.5	2.0
Theoretical Clearance	*4.4*		*5.1*		*4.4*		*4.6*		*4.6*		*5.2*		*3.9*		*4.9*	
Theoretical Y | AR	**2.9**	**1.5**	**4.7**	**0.4**	**2.8**	**1.6**	**4.1**	**0.5**	**3.0**	**1.6**	**4.6**	**0.6**	**2.6**	**1.3**	**4.3**	**0.6**
Chosen Y | AR	**3.5**	**1.5**	**4.5**	**1.5**	**3.5**	**1.5**	**4.5**	**1.5**	**3.5**	**1.5**	**4.5**	**1.5**	**3.5**	**1.5**	**4.5**	**1.5**

Comparison of Local Controller Settings (Pedestrian Timings, Pedestrian Clearance Intervals, and Vehicle Clearance Intervals)

N/A — Tyson Ave & Joy St

Pedestrian Timings

Phase	P2		P6		P8			
Movement	NB		SB		WB			
Existing W, FDW Time	7.0	8.0	7.0	8.0	10.0	15.0		
Crossing Distance	78		54		85			
Theoretical Pedestrian Clearance Time	22.3		15.4		24.3			
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**19.3**	**7.0**	**12.4**	**7.0**	**21.3**		
Chosen Walk, Flashing Don't Walk Times	***7.0***	***20.0***	***8.0***	***13.0***	***8.0***	***22.0***		

* Added "Walk" time due to PPB being greater than 6' from crosswalk

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	135	110	100		125	85	100	
Approach speed	40	30	30		40	30	30	
Grade	-2		1		2		-1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	SBL		NBT				EBT		NBL		SBT				WBT	
Existing Y | AR	4.0	2.0	4.0	2.0			4.0	2.0	4.0	2.0	4.0	2.0			4.0	2.0
Theoretical Clearance	4.1		5.9				5.0		4.9		5.3				4.8	
Theoretical Y | AR	**2.7**	**1.4**	**4.7**	**1.2**			**3.8**	**1.2**	**3.0**	**1.9**	**4.2**	**1.1**			**3.6**	**1.2**
Chosen Y | AR	**3.5**	**2.0**	**5.0**	**1.5**			**4.0**	**1.5**	**3.5**	**2.0**	**5.0**	**1.5**			**4.0**	**1.5**

N/A — Austin Peay & Paris Bypass

Pedestrian Timings

Phase								
Movement								
Existing W, FDW Time								
Crossing Distance								
Theoretical Pedestrian Clearance Time								
Theoretical Walk, Flashing Don't Walk Times								
Chosen Walk, Flashing Don't Walk Times								

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	105		105		100		110	
Approach speed	50		40		50		40	
Grade	-1		1		1		-1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			NBT				EBT				SBT				WBT	
Existing Y | AR			4.5	2.0			5.0	2.0			4.5	2.0			5.0	2.0
Theoretical Clearance			5.8				5.5				5.5				5.2	
Theoretical Y | AR			**5.3**	**0.5**			**4.6**	**0.9**			**5.1**	**0.4**			**4.3**	**0.8**
Chosen Y | AR			**5.0**	**1.5**			**4.5**	**1.5**			**5.0**	**1.5**			**4.5**	**1.5**

N/A — Mineral Wells & Jim Adams

Pedestrian Timings

Phase	P2		P3					
Movement	NB		WB					
Existing W, FDW Time	10.0	12.0	10.0	12.0				
Crossing Distance	70		81					
Theoretical Pedestrian Clearance Time	20.0		23.1					
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**17.0**	**7.0**	**20.1**				
Chosen Walk, Flashing Don't Walk Times	***7.0***	***17.0***	***7.0***	***21.0***				

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	95		100		105	105	95	
Approach speed	35		35		35	25	30	
Grade	-1		-1		-1		-2	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	SBL		NBT		WBT		EBT				SBT					
Existing Y | AR	4.0	2.0	4.0	2.0	4.0	2.0	4.0	2.0								
Theoretical Clearance	4.9		5.2		5.1		5.0				5.2					
Theoretical Y | AR	**2.5**	**2.4**	**4.2**	**1.0**	**4.2**	**0.9**	**3.9**	**1.1**			**4.2**	**1.0**				
Chosen Y | AR	**3.5**	**2.5**	**4.5**	**1.5**	**4.5**	**1.5**	**4.0**	**1.5**			**4.5**	**1.5**				

N/A — Mineral Wells & Memorial

Pedestrian Timings

Phase	P1		P2		P7			
Movement	SB		NB		EB			
Existing W, FDW Time	12.0	5.0	12.0	5.0	10.0	8.0		
Crossing Distance	89		108		75			
Theoretical Pedestrian Clearance Time	25.4		30.9		21.4			
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**22.4**	**7.0**	**27.9**	**7.0**	**18.4**		
Chosen Walk, Flashing Don't Walk Times	***8.0***	***23.0***	***10.0***	***28.0***	***7.0***	***19.0***		

* Added "Walk" time due to PPB being greater than 6' from crosswalk

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	115	115	140	120	120	90	90	110
Approach speed	35	30	40	30	35	30	30	25
Grade	2		1		-2		2	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	SB		NB										EB		WB	
Existing Y | AR	4.0	2.0	4.0	2.0									4.0	2.5	4.0	2.5
Theoretical Clearance	5.8		6.0										6.1		6.5	
Theoretical Y | AR	**4.3**	**1.5**	**3.9**	**2.1**									**3.6**	**2.5**	**4.3**	**2.2**
Chosen Y | AR	**4.5**	**1.5**	**4.0**	**2.5**									**4.0**	**2.5**	**4.5**	**2.5**

N/A — Memorial & Volunteer

Pedestrian Timings

Phase	P2		P4					
Movement	WB		NB/SB					
Existing W, FDW Time	10.0	8.0	10.0	8.0				
Crossing Distance	63		70					
Theoretical Pedestrian Clearance Time	18.0		20.0					
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**15.0**	**7.0**	**17.0**				
Chosen Walk, Flashing Don't Walk Times	***7.0***	***15.0***	***7.0***	***17.0***				

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	85	80	85		90	90	110	110
Approach speed	30	25	40		40	30	40	30
Grade	2		0		1		-1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	EBL		WBT		SB		NB				EBT					
Existing Y | AR	3.0	2.0	4.0	5.0	3.5	2.0	3.0	2.0			4.0	5.0				
Theoretical Clearance	4.8		5.0		5.8		5.3				5.5					
Theoretical Y | AR	**2.9**	**1.9**	**4.5**	**0.5**	**4.3**	**1.5**	**3.6**	**1.7**			**4.6**	**0.9**				
Chosen Y | AR	**3.5**	**2.0**	**4.5**	**1.5**	**4.5**	**1.5**	**3.5**	**2.0**			**4.5**	**1.5**				

N/A — Memorial & TN-69/US-641

Pedestrian Timings

Phase								
Movement								
Existing W, FDW Time								
Crossing Distance								
Theoretical Pedestrian Clearance Time								
Theoretical Walk, Flashing Don't Walk Times								
Chosen Walk, Flashing Don't Walk Times								

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width		85	120	90			120	
Approach speed		30	40	30			40	
Grade	1.5		-1		0		1	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	WBL		E/W				NBL									
Existing Y | AR	3.5	2.0	4.0	2.0			4.0	1.5								
Theoretical Clearance	5.8		6.4				5.5									
Theoretical Y | AR	**3.3**	**2.5**	**4.0**	**2.4**			**3.1**	**2.4**								
Chosen Y | AR	**3.5**	**2.5**	**4.0**	**2.5**			**3.5**	**2.5**								

N/A — Volunteer Dr & Jim Adams

Pedestrian Timings

Phase	P2		P3		P4		P6	
Movement	SBT		EBT		WBT		NBT	
Existing W, FDW Time	7.0	10.0	7.0	10.0	7.0	10.0	7.0	7.0
Crossing Distance	52		44		40		60	
Theoretical Pedestrian Clearance Time	14.9		12.6		11.4		17.1	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**11.9**	**7.0**	**9.6**	**7.0**	**8.4**	**7.0**	**14.1**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***12.0***	***7.0***	***10.0***	***7.0***	***9.0***	***7.0***	***15.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	95	90	80	75	95	90	80	
Approach speed	40	30	40	30	40	30	30	25
Grade	0		-1		0		-0.5	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	NBL		SBT		EBT		WBT				NBT					
Existing Y | AR	3.0	3.0	4.0	2.0	3.0	3.0	3.0	3.0			4.0	2.0				
Theoretical Clearance	5.7		5.9		5.5		5.7				5.9					
Theoretical Y | AR	**3.2**	**2.5**	**3.9**	**2.0**	**3.2**	**2.3**	**4.0**	**1.7**			**3.9**	**2.0**				
Chosen Y | AR	**3.5**	**2.5**	**4.0**	**2.0**	**3.5**	**2.5**	**4.0**	**2.0**			**4.0**	**2.0**				

N/A — Volunteer Dr & Patriot Ave

Pedestrian Timings

Phase	P2		P4		P6		P8	
Movement	WBT		SBT		EBT		NBT	
Existing W, FDW Time								
Crossing Distance	42		56		40		64	
Theoretical Pedestrian Clearance Time	12.0		16.0		11.4		18.3	
Theoretical Walk, Flashing Don't Walk Times	**7.0**	**9.0**	**7.0**	**13.0**	**7.0**	**8.4**	**7.0**	**15.3**
Chosen Walk, Flashing Don't Walk Times	***7.0***	***9.0***	***7.0***	***13.0***	***7.0***	***8.0***	***7.0***	***16.0***

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	80	70	70	55	80	70	70	55
Approach speed	40	30	40	30	30	25	30	25
Grade	3		-3		-5.5		2.5	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement	EBL		WBT		SBL		NBT		WBL		EBT		NBL		SBT	
Existing Y | AR	3.0	3.0	3.0	2.0	3.0	2.5	5.0	2.0	3.0	3.0	3.0	2.0	3.0	2.5	5.0	2.0
Theoretical Clearance	4.7		5.8		5.7		5.4		5.1		5.1		5.1		5.9	
Theoretical Y | AR	**2.7**	**2.0**	**4.3**	**1.5**	**3.2**	**2.4**	**3.7**	**1.7**	**3.4**	**1.7**	**3.0**	**2.0**	**3.0**	**2.0**	**3.7**	**2.3**
Chosen Y | AR	**3.5**	**2.0**	**4.0**	**2.0**	**3.5**	**2.5**	**4.0**	**2.5**	**3.5**	**2.0**	**4.0**	**2.0**	**3.5**	**2.5**	**4.0**	**2.5**

Comparison of Local Controller Settings (Pedestrian Timings, Pedestrian Clearance Intervals, and Vehicle Clearance Intervals)

ID	Intersection
N/A	Lone Oak & Wilson

Pedestrian Timings

Phase								
Movement								
Existing W, FDW Time								
Crossing Distance								
Theoretical Pedestrian Clearance Time								
Theoretical Walk, Flashing Don't Walk Times								
Chosen Walk, Flashing Don't Walk Times								

Intersection Geometry

Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL
Intersection Width	60		70		60		70	
Approach speed	35		35		35		35	
Grade	-1		0		0		0	

Vehicle Clearance Intervals

Phase	1		2		3		4		5		6		7		8	
Movement			*NBT*				*EBT*				*SBT*				*WBT*	
Existing Y | AR			3.5	1.0			1.5	1.0								
Theoretical Clearance			*5.2*				*5.3*				*5.1*				*5.3*	
Theoretical Y | AR			**3.7**	**1.6**			**3.6**	**1.7**			**3.6**	**1.6**			**3.6**	**1.7**
Chosen Y | AR			**4.0**	**1.5**			**4.0**	**1.5**			**4.0**	**1.5**			**4.0**	**1.5**

TSM&O
PARIS, TENNESSEE

Appendix F:
PROPOSED LEVEL OF SERVICE

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of
Transportation

INTERSECTION LEVEL OF SERVICE ANALYSIS

Paris TSM&O

	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
Intersection	AM	MD	PM	AM	MD	PM	
W Wood St & Irvine St	A	A	A	A	A	A	
W Wood St & Market St	B	B	B	B	B	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
N Market St & Rison St	A	A	A	A	A	A	
N Market St & Ruff St	B	B	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
N Market St & Washington St	A	A	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
S Market St & Blythe St	A	A	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Washington St & Poplar St	A	A	A	B	B	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Poplar St	A	A	A	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Brewer St	A	A	A	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Highland St	A	A	A	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Lake St	A	A	A	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Tyson Ave	B	B	B	A	A	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
E Wood St & Volunteer Dr	B	B	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)

INTERSECTION LEVEL OF SERVICE ANALYSIS

Paris TSM&O

	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
Intersection	AM	MD	PM	AM	MD	PM	
E Wood St & Fairgrounds Rd /Chickasaw Rd	A	A	A	B	A	B	Proposed Coordination for select hours Monday through Friday (AM,PM plans)
Veterans Dr & Dunlap St	A	A	A	B	A	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
Veterans Dr/Mineral Wells Dr & Tyson Ave	B	B	C	C	C	C	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
Mineral Wells Dr & Jim Adams Dr	B	B	B	A	B	B	Proposed Coordination for select hours Monday through Friday (AM,MD,PM plans)
Mineral Wells Dr & Memorial Dr	B	B	B	B	C	C	
Memorial Dr & Volunteer Dr	A	B	B	A	A	A	
Memorial Dr & SR-69/US-641	B	B	B	B	B	B	
Volunteer Dr & Patriot Ave	C	B	C	C	B	C	
Volunteer Dr & Jim Adams Dr	B	B	B	B	B	B	
Tyson Ave & Joy St	B	B	B	B	B	B	
SR-76/US-79 & SR-218	A	A	A	A	A	A	
Lone Oak Rd & Wilson St	A	A	A	A	A	A	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	365	26	14	250	0	12	0	6	0	2	0
Future Volume (veh/h)	0	365	26	14	250	0	12	0	6	0	2	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1909	1948	1872	1872	1910	1910	1872	1910	1862	1825	1862
Adj Flow Rate, veh/h	0	401	29	15	275	0	13	0	7	0	2	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	1313	95	799	1397	0	153	0	13	0	49	0
Arrive On Green	0.00	0.75	0.75	0.75	0.75	0.00	0.03	0.00	0.03	0.00	0.03	0.00
Sat Flow, veh/h	1127	1760	127	959	1872	0	919	0	495	0	1825	0
Grp Volume(v), veh/h	0	0	430	15	275	0	20	0	0	0	2	0
Grp Sat Flow(s),veh/h/ln	1127	0	1887	959	1872	0	1414	0	0	0	1825	0
Q Serve(g_s), s	0.0	0.0	3.5	0.2	2.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.5	3.7	2.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.00	0.65		0.35	0.00		0.00
Lane Grp Cap(c), veh/h	156	0	1408	799	1397	0	166	0	0	0	49	0
V/C Ratio(X)	0.00	0.00	0.31	0.02	0.20	0.00	0.12	0.00	0.00	0.00	0.04	0.00
Avail Cap(c_a), veh/h	156	0	1408	799	1397	0	605	0	0	0	592	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	1.9	2.5	1.7	0.0	22.3	0.0	0.0	0.0	21.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.9	0.1	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	2.5	2.5	1.8	0.0	22.6	0.0	0.0	0.0	22.3	0.0
LnGrp LOS			A	A	A		C				C	
Approach Vol, veh/h		430			290			20			2	
Approach Delay, s/veh		2.5			1.9			22.6			22.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		6.2		40.0		6.2
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0
Max Green Setting (Gmax), s		34.5		15.0		34.5		15.0
Max Q Clear Time (g_c+I1), s		5.5		2.7		5.7		2.0
Green Ext Time (p_c), s		4.9		0.0		4.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	235	86	11	161	36	106	150	33	75	175	33
Future Volume (veh/h)	8	235	86	11	161	36	106	150	33	75	175	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	9	258	95	12	177	40	116	165	36	82	192	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	441	162	267	505	114	662	543	119	674	554	104
Arrive On Green	0.34	0.34	0.34	0.68	0.68	0.68	0.24	0.73	0.73	0.24	0.73	0.73
Sat Flow, veh/h	1154	1293	476	1029	1479	334	1783	1490	325	1765	1518	285
Grp Volume(v), veh/h	9	0	353	12	0	217	116	0	201	82	0	228
Grp Sat Flow(s),veh/h/ln	1154	0	1769	1029	0	1813	1783	0	1815	1765	0	1803
Q Serve(g_s), s	0.5	0.0	14.0	0.7	0.0	4.2	2.9	0.0	3.3	2.0	0.0	3.9
Cycle Q Clear(g_c), s	4.7	0.0	14.0	14.6	0.0	4.2	2.9	0.0	3.3	2.0	0.0	3.9
Prop In Lane	1.00		0.27	1.00		0.18	1.00		0.18	1.00		0.16
Lane Grp Cap(c), veh/h	421	0	604	267	0	619	662	0	662	674	0	658
V/C Ratio(X)	0.02	0.00	0.58	0.04	0.00	0.35	0.18	0.00	0.30	0.12	0.00	0.35
Avail Cap(c_a), veh/h	421	0	604	267	0	619	662	0	662	674	0	658
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	23.0	15.8	0.0	9.6	10.6	0.0	7.7	10.4	0.0	7.8
Incr Delay (d2), s/veh	0.1	0.0	4.1	0.3	0.0	1.6	0.6	0.0	1.2	0.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	7.5	0.2	0.0	2.3	1.4	0.0	1.7	1.0	0.0	2.1
LnGrp Delay(d),s/veh	21.6	0.0	27.2	16.1	0.0	11.1	11.2	0.0	8.9	10.7	0.0	9.3
LnGrp LOS	C		C	B		B	B		A	B		A
Approach Vol, veh/h		362			229			317			310	
Approach Delay, s/veh		27.0			11.4			9.8			9.7	
Approach LOS		C			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	36.0		34.0	15.0	36.0		34.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	10.0	31.0		29.0	10.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	0.0	0.0		0.0	0.0	0.0		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	354	2	5	290	3	2	4	7	6	1	1
Future Volume (veh/h)	1	354	2	5	290	3	2	4	7	6	1	1
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1872	1872	1910	1938	1900	1938	1928	1891	1928
Adj Flow Rate, veh/h	1	416	2	6	341	4	2	5	8	7	1	1
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	926	1534	7	836	1544	18	47	33	44	114	16	8
Arrive On Green	0.84	0.84	0.84	1.00	1.00	1.00	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1021	1834	9	969	1847	22	121	673	907	1032	336	171
Grp Volume(v), veh/h	1	0	418	6	0	345	15	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1021	0	1843	969	0	1868	1701	0	0	1539	0	0
Q Serve(g_s), s	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.8	4.8	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.01	0.13		0.53	0.78		0.11
Lane Grp Cap(c), veh/h	926	0	1541	836	0	1562	124	0	0	139	0	0
V/C Ratio(X)	0.00	0.00	0.27	0.01	0.00	0.22	0.12	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	926	0	1541	836	0	1562	368	0	0	355	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.3	0.0	1.7	0.1	0.0	0.0	45.6	0.0	0.0	45.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	0.3	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.5	0.0	0.0	0.1	0.4	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	1.3	0.0	2.2	0.2	0.0	0.3	46.0	0.0	0.0	45.6	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		419			351			15			9	
Approach Delay, s/veh		2.2			0.3			46.0			45.6	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		89.6		10.4		89.6		10.4
Change Period (Y+Rc), s		* 6		5.5		6.0		5.5
Max Green Setting (Gmax), s		* 70		19.5		69.0		19.5
Max Q Clear Time (g_c+I1), s		6.8		2.8		6.8		2.5
Green Ext Time (p_c), s		1.4		0.0		1.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2.7
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	357	12	1	312	30	10	15	5	48	25	8
Future Volume (veh/h)	5	357	12	1	312	30	10	15	5	48	25	8
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1853	1852	1816	1852	1919	1881	1919
Adj Flow Rate, veh/h	6	425	14	1	371	36	12	18	6	57	30	10
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	878	1484	49	847	1526	1297	75	84	22	125	43	13
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	979	1802	59	941	1853	1575	347	1092	288	887	559	166
Grp Volume(v), veh/h	6	0	439	1	371	36	36	0	0	97	0	0
Grp Sat Flow(s),veh/h/ln	979	0	1862	941	1853	1575	1728	0	0	1612	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	5.8	0.0	0.0
Prop In Lane	1.00		0.03	1.00		1.00	0.33		0.17	0.59		0.10
Lane Grp Cap(c), veh/h	878	0	1533	847	1526	1297	180	0	0	181	0	0
V/C Ratio(X)	0.01	0.00	0.29	0.00	0.24	0.03	0.20	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	878	0	1533	847	1526	1297	454	0	0	447	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	0.98	0.99	0.99	0.99	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	43.5	0.0	0.0	45.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.4	0.0	0.5	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.0	0.2	0.0	1.0	0.0	0.0	2.8	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.5	0.0	0.4	0.0	44.1	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	A		A	A	A	A	D			D		
Approach Vol, veh/h		445			408			36			97	
Approach Delay, s/veh		0.5			0.3			44.1			47.7	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		87.3		12.7		87.3		12.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		65.0		25.0		65.0		25.0
Max Q Clear Time (g_c+I1), s		2.0		3.9		2.0		7.8
Green Ext Time (p_c), s		4.0		0.4		4.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	36	28	28	40	33	21	183	33	13	211	7
Future Volume (veh/h)	8	36	28	28	40	33	21	183	33	13	211	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	8	38	29	29	42	35	22	193	35	14	222	7
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	322	246	488	311	259	722	853	155	716	988	31
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1310	977	745	1335	945	788	1153	1543	280	1142	1787	56
Grp Volume(v), veh/h	8	0	67	29	0	77	22	0	228	14	0	229
Grp Sat Flow(s),veh/h/ln	1310	0	1722	1335	0	1733	1153	0	1823	1142	0	1843
Q Serve(g_s), s	0.4	0.0	2.3	1.3	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	2.3	3.6	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.43	1.00		0.45	1.00		0.15	1.00		0.03
Lane Grp Cap(c), veh/h	475	0	567	488	0	571	722	0	1008	716	0	1019
V/C Ratio(X)	0.02	0.00	0.12	0.06	0.00	0.13	0.03	0.00	0.23	0.02	0.00	0.22
Avail Cap(c_a), veh/h	475	0	567	488	0	571	722	0	1008	716	0	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	19.9	21.1	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	0.0	0.5	0.1	0.0	0.5	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	0.5	0.0	1.3	0.0	0.0	0.1	0.0	0.0	0.1
LnGrp Delay(d),s/veh	21.1	0.0	20.3	21.4	0.0	20.5	0.1	0.0	0.5	0.1	0.0	0.5
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		75			106			250			243	
Approach Delay, s/veh		20.4			20.7			0.5			0.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		33.0		52.0		33.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		47.0		28.0		47.0		28.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	9	3	2	9	14	5	163	13	6	267	19
Future Volume (veh/h)	10	9	3	2	9	14	5	163	13	6	267	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1919	1881	1919	1881	1881	1919	1853	1853	1890
Adj Flow Rate, veh/h	12	11	4	2	11	18	6	204	16	8	334	24
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	216	70	56	198	289	587	1013	79	762	1005	72
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	1.00	1.00	1.00	0.59	0.59	0.59
Sat Flow, veh/h	633	735	238	37	674	984	1029	1722	135	1151	1709	123
Grp Volume(v), veh/h	27	0	0	31	0	0	6	0	220	8	0	358
Grp Sat Flow(s),veh/h/ln	1606	0	0	1695	0	0	1029	0	1858	1151	0	1832
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	8.5
Cycle Q Clear(g_c), s	0.9	0.0	0.0	1.1	0.0	0.0	8.6	0.0	0.0	0.2	0.0	8.5
Prop In Lane	0.44		0.15	0.06		0.58	1.00		0.07	1.00		0.07
Lane Grp Cap(c), veh/h	533	0	0	544	0	0	587	0	1093	762	0	1078
V/C Ratio(X)	0.05	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.20	0.01	0.00	0.33
Avail Cap(c_a), veh/h	533	0	0	544	0	0	587	0	1093	762	0	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	21.6	0.0	0.0	0.7	0.0	0.0	7.3	0.0	9.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.1	0.1	0.0	4.5
LnGrp Delay(d),s/veh	21.7	0.0	0.0	21.8	0.0	0.0	0.8	0.0	0.4	7.3	0.0	9.8
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		27			31			226			366	
Approach Delay, s/veh		21.7			21.8			0.4			9.7	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		30.0		55.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	310	240	100	480	120	70
Future Volume (veh/h)	310	240	100	480	120	70
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1938	1844	1844	1853	1853
Adj Flow Rate, veh/h	337	261	109	522	130	76
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1319	1002	718	2755	174	245
Arrive On Green	1.00	1.00	0.06	0.79	0.10	0.10
Sat Flow, veh/h	2051	1486	1756	3596	1765	1575
Grp Volume(v), veh/h	310	288	109	522	130	76
Grp Sat Flow(s),veh/h/ln	1805	1638	1756	1752	1765	1575
Q Serve(g_s), s	0.0	0.0	1.6	3.7	7.2	4.3
Cycle Q Clear(g_c), s	0.0	0.0	1.6	3.7	7.2	4.3
Prop In Lane		0.91	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1217	1104	718	2755	174	245
V/C Ratio(X)	0.26	0.26	0.15	0.19	0.75	0.31
Avail Cap(c_a), veh/h	1217	1104	837	2755	521	555
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	3.3	2.7	43.9	37.5
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	6.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.8	1.8	3.8	3.9
LnGrp Delay(d),s/veh	0.4	0.5	3.4	2.7	50.1	38.2
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	598			631	206	
Approach Delay, s/veh	0.4			2.8	45.7	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	11.2	73.4		15.4		84.6		
Change Period (Y+Rc), s	5.5	6.0		5.5		6.0		
Max Green Setting (Gmax), s	12.5	41.0		29.5		59.0		
Max Q Clear Time (g_c+I1), s	3.6	2.0		9.2		5.7		
Green Ext Time (p_c), s	0.1	8.9		0.7		9.3		

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	10	30	20	10	10	35	134	35	10	235	5
Future Volume (veh/h)	15	10	30	20	10	10	35	134	35	10	235	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1900	1863	1900	1853	1853	1890	1910	1872	1910
Adj Flow Rate, veh/h	16	11	33	22	11	11	38	146	38	11	255	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	28	66	151	40	30	985	1052	274	88	1330	25
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	345	389	898	695	542	412	1109	1419	369	25	1793	34
Grp Volume(v), veh/h	60	0	0	44	0	0	38	0	184	271	0	0
Grp Sat Flow(s),veh/h/ln	1633	0	0	1649	0	0	1109	0	1788	1852	0	0
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.3	0.0	0.0	0.3	0.0	1.6	2.4	0.0	0.0
Prop In Lane	0.27		0.55	0.50		0.25	1.00		0.21	0.04		0.02
Lane Grp Cap(c), veh/h	204	0	0	221	0	0	985	0	1326	1443	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.20	0.00	0.00	0.04	0.00	0.14	0.19	0.00	0.00
Avail Cap(c_a), veh/h	964	0	0	531	0	0	985	0	1326	1443	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.0	0.0	0.0	23.8	0.0	0.0	1.8	0.0	2.0	2.1	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.8	1.3	0.0	0.0
LnGrp Delay(d),s/veh	24.8	0.0	0.0	24.2	0.0	0.0	1.9	0.0	2.2	2.4	0.0	0.0
LnGrp LOS	C			C			A		A	A		
Approach Vol, veh/h		60			44			222			271	
Approach Delay, s/veh		24.8			24.2			2.2			2.4	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.9		45.0		8.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		30.0		40.0		15.0
Max Q Clear Time (g_c+I1), s		3.6		3.8		4.4		3.3
Green Ext Time (p_c), s		2.1		0.4		2.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	54	25	14	71	18	25	21	35	19	27	6
Future Volume (veh/h)	6	54	25	14	71	18	25	21	35	19	27	6
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1844	1844	1881
Adj Flow Rate, veh/h	6	58	27	15	76	19	27	23	38	20	29	6
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	653	564	262	668	681	170	635	262	433	600	611	126
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1289	1198	557	1314	1447	362	1375	636	1051	1323	1483	307
Grp Volume(v), veh/h	6	0	85	15	0	95	27	0	61	20	0	35
Grp Sat Flow(s),veh/h/ln	1289	0	1755	1314	0	1808	1375	0	1687	1323	0	1790
Q Serve(g_s), s	0.2	0.0	2.3	0.5	0.0	2.5	1.0	0.0	1.9	0.8	0.0	1.0
Cycle Q Clear(g_c), s	2.7	0.0	2.3	2.8	0.0	2.5	2.0	0.0	1.9	2.7	0.0	1.0
Prop In Lane	1.00		0.32	1.00		0.20	1.00		0.62	1.00		0.17
Lane Grp Cap(c), veh/h	653	0	826	668	0	851	635	0	694	600	0	737
V/C Ratio(X)	0.01	0.00	0.10	0.02	0.00	0.11	0.04	0.00	0.09	0.03	0.00	0.05
Avail Cap(c_a), veh/h	653	0	826	668	0	851	635	0	694	600	0	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	12.5	13.3	0.0	12.6	15.6	0.0	15.3	16.1	0.0	15.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.1	0.0	0.3	0.1	0.0	0.2	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	0.2	0.0	1.3	0.4	0.0	0.9	0.3	0.0	0.5
LnGrp Delay(d),s/veh	13.4	0.0	12.8	13.4	0.0	12.8	15.7	0.0	15.5	16.2	0.0	15.1
LnGrp LOS	B		B	B		B	B		B	B		B
Approach Vol, veh/h		91			110			88			55	
Approach Delay, s/veh		12.8			12.9			15.6			15.5	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		40.0		45.0		40.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		35.0		40.0		35.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	40	64	9	56	66	38	5	348	34	39	513	71
Future Volume (veh/h)	40	64	9	56	66	38	5	348	34	39	513	71
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1844	1844	1844	1844	1844	1881	1853	1853	1890
Adj Flow Rate, veh/h	48	76	0	67	79	0	6	414	40	46	611	85
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	224	190	179	220	187	595	2474	238	751	2379	330
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.00	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1328	1881	1599	1305	1844	1568	738	3231	311	929	3107	431
Grp Volume(v), veh/h	48	76	0	67	79	0	6	224	230	46	346	350
Grp Sat Flow(s),veh/h/ln	1328	1881	1599	1305	1844	1568	738	1752	1789	929	1761	1777
Q Serve(g_s), s	3.5	3.7	0.0	5.0	3.9	0.0	0.2	3.4	3.5	1.4	5.7	5.7
Cycle Q Clear(g_c), s	7.4	3.7	0.0	8.7	3.9	0.0	6.0	3.4	3.5	4.9	5.7	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.24
Lane Grp Cap(c), veh/h	178	224	190	179	220	187	595	1342	1370	751	1349	1361
V/C Ratio(X)	0.27	0.34	0.00	0.37	0.36	0.00	0.01	0.17	0.17	0.06	0.26	0.26
Avail Cap(c_a), veh/h	411	555	472	409	544	462	595	1342	1370	751	1349	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	40.4	0.0	44.4	40.5	0.0	4.3	3.1	3.1	3.8	3.4	3.4
Incr Delay (d2), s/veh	1.1	1.3	0.0	1.8	1.4	0.0	0.0	0.3	0.3	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.0	0.0	1.9	2.1	0.0	0.1	1.7	1.8	0.4	2.9	3.0
LnGrp Delay(d),s/veh	45.1	41.7	0.0	46.3	41.9	0.0	4.3	3.4	3.4	4.0	3.9	3.9
LnGrp LOS	D	D		D	D		A	A	A	A	A	A
Approach Vol, veh/h		124			146			460			742	
Approach Delay, s/veh		43.0			43.9			3.4			3.9	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		17.4		82.6		17.4		82.6
Change Period (Y+Rc), s		5.5		6.0		5.5		6.0
Max Green Setting (Gmax), s		29.5		59.0		29.5		59.0
Max Q Clear Time (g_c+I1), s		9.4		8.0		10.7		7.7
Green Ext Time (p_c), s		1.5		1.0		1.4		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	293	91	341	262	76	263
Future Volume (veh/h)	293	91	341	262	76	263
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1853	1853
Adj Flow Rate, veh/h	376	0	437	336	97	0
Adj No. of Lanes	1	1	1	2	2	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1274	1083	943	2997	162	75
Arrive On Green	1.00	0.00	0.10	0.84	0.05	0.00
Sat Flow, veh/h	1853	1575	1783	3651	3424	1575
Grp Volume(v), veh/h	376	0	437	336	97	0
Grp Sat Flow(s),veh/h/ln	1853	1575	1783	1778	1712	1575
Q Serve(g_s), s	0.0	0.0	6.2	1.6	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	6.2	1.6	2.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1274	1083	943	2997	162	75
V/C Ratio(X)	0.30	0.00	0.46	0.11	0.60	0.00
Avail Cap(c_a), veh/h	1274	1083	1112	2997	856	394
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	0.97	0.92	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.5	1.4	46.7	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.3	0.1	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.1	0.8	1.4	0.0
LnGrp Delay(d),s/veh	0.6	0.0	2.8	1.4	49.9	0.0
LnGrp LOS	A		A	A	D	
Approach Vol, veh/h	376			773	97	
Approach Delay, s/veh	0.6			2.2	49.9	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.5	74.8		9.7		90.3		
Change Period (Y+Rc), s	5.5	6.0		5.0		6.0		
Max Green Setting (Gmax), s	19.5	39.0		25.0		64.0		
Max Q Clear Time (g_c+I1), s	8.2	2.0		4.8		3.6		
Green Ext Time (p_c), s	1.5	3.3		0.3		3.4		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	315	4	1	233	18	3	29	2	12	12	3
Future Volume (veh/h)	5	315	4	1	233	18	3	29	2	12	12	3
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1890	1853	1890	1919	1881	1919	1890	1853	1890
Adj Flow Rate, veh/h	6	380	5	1	281	22	4	35	2	14	14	4
Adj No. of Lanes	1	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	709	1084	14	43	998	78	71	490	26	242	229	59
Arrive On Green	1.00	1.00	1.00	0.59	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1077	1844	24	1	1696	132	82	1666	90	616	779	199
Grp Volume(v), veh/h	6	0	385	304	0	0	41	0	0	32	0	0
Grp Sat Flow(s),veh/h/ln	1077	0	1868	1829	0	0	1838	0	0	1594	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.0	0.0	0.0	1.3	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		0.01	0.00		0.07	0.10		0.05	0.44		0.12
Lane Grp Cap(c), veh/h	709	0	1099	1119	0	0	587	0	0	530	0	0
V/C Ratio(X)	0.01	0.00	0.35	0.27	0.00	0.00	0.07	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	709	0	1099	1119	0	0	587	0	0	530	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	8.6	0.0	0.0	21.7	0.0	0.0	21.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.6	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	3.6	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.9	9.2	0.0	0.0	21.9	0.0	0.0	21.8	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		391			304			41			32	
Approach Delay, s/veh		0.9			9.2			21.9			21.8	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		30.0		55.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	34	41	28	14	14	26	266	39	1	271	2
Future Volume (veh/h)	7	34	41	28	14	14	26	266	39	1	271	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1910	1872	1910	1853	1853	1890	1872	1872	1910
Adj Flow Rate, veh/h	8	38	46	31	16	16	29	296	43	1	301	2
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	229	247	264	136	115	712	931	135	599	1093	7
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.59	0.59	0.59	1.00	1.00	1.00
Sat Flow, veh/h	62	780	841	683	463	390	1067	1583	230	1042	1858	12
Grp Volume(v), veh/h	92	0	0	63	0	0	29	0	339	1	0	303
Grp Sat Flow(s),veh/h/ln	1683	0	0	1537	0	0	1067	0	1813	1042	0	1870
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	8.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	2.2	0.0	0.0	1.0	0.0	8.1	8.1	0.0	0.0
Prop In Lane	0.09		0.50	0.49		0.25	1.00		0.13	1.00		0.01
Lane Grp Cap(c), veh/h	541	0	0	515	0	0	712	0	1066	599	0	1100
V/C Ratio(X)	0.17	0.00	0.00	0.12	0.00	0.00	0.04	0.00	0.32	0.00	0.00	0.28
Avail Cap(c_a), veh/h	541	0	0	515	0	0	712	0	1066	599	0	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	21.9	0.0	0.0	7.4	0.0	8.9	0.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.8	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.2	0.0	0.0	0.3	0.0	4.2	0.0	0.0	0.2
LnGrp Delay(d),s/veh	23.1	0.0	0.0	22.4	0.0	0.0	7.5	0.0	9.6	0.7	0.0	0.6
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		92			63			368			304	
Approach Delay, s/veh		23.1			22.4			9.5			0.6	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		30.0		55.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	301	16	7	195	17	3	20	5	13	21	8
Future Volume (veh/h)	13	301	16	7	195	17	3	20	5	13	21	8
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	15	354	19	8	229	20	4	24	6	15	25	9
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	711	974	52	643	939	82	520	477	119	520	429	154
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1132	1761	95	1010	1698	148	1376	1447	362	1367	1302	469
Grp Volume(v), veh/h	15	0	373	8	0	249	4	0	30	15	0	34
Grp Sat Flow(s),veh/h/ln	1132	0	1855	1010	0	1846	1376	0	1808	1367	0	1771
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	1.0	0.6	0.0	1.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	1.0	1.6	0.0	1.1
Prop In Lane	1.00		0.05	1.00		0.08	1.00		0.20	1.00		0.26
Lane Grp Cap(c), veh/h	711	0	1026	643	0	1021	520	0	596	520	0	583
V/C Ratio(X)	0.02	0.00	0.36	0.01	0.00	0.24	0.01	0.00	0.05	0.03	0.00	0.06
Avail Cap(c_a), veh/h	711	0	1026	643	0	1021	520	0	596	520	0	583
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	19.9	0.0	19.4	20.0	0.0	19.5
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.0	0.0	0.6	0.0	0.0	0.2	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.2	0.1	0.0	0.5	0.3	0.0	0.6
LnGrp Delay(d),s/veh	0.1	0.0	1.0	0.0	0.0	0.6	20.0	0.0	19.6	20.1	0.0	19.7
LnGrp LOS	A		A	A		A	B		B	C		B
Approach Vol, veh/h		388			257			34			49	
Approach Delay, s/veh		1.0			0.6			19.6			19.8	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		33.0		52.0		33.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		47.0		28.0		47.0		28.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	3.0
HCM 2010 LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	277	21	104	293	79	8	57	74	20	77	8
Future Volume (veh/h)	3	277	21	104	293	79	8	57	74	20	77	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1872	1872	1835	1872	1910	1872	1910
Adj Flow Rate, veh/h	4	355	27	133	376	101	10	73	95	26	99	10
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	696	2279	172	789	2576	1153	39	96	117	65	179	17
Arrive On Green	0.01	0.69	0.69	0.04	0.72	0.72	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1765	3319	251	1783	3557	1591	44	732	888	209	1366	126
Grp Volume(v), veh/h	4	188	194	133	376	101	178	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1765	1761	1809	1783	1778	1591	1664	0	0	1701	0	0
Q Serve(g_s), s	0.1	4.3	4.3	2.4	3.7	2.1	3.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	4.3	4.3	2.4	3.7	2.1	11.9	0.0	0.0	8.3	0.0	0.0
Prop In Lane	1.00		0.14	1.00		1.00	0.06		0.53	0.19		0.07
Lane Grp Cap(c), veh/h	696	1209	1242	789	2576	1153	252	0	0	261	0	0
V/C Ratio(X)	0.01	0.16	0.16	0.17	0.15	0.09	0.71	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	848	1209	1242	922	2576	1153	571	0	0	587	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.5	6.3	6.3	4.2	4.9	4.7	48.5	0.0	0.0	46.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.1	0.1	0.1	3.6	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	2.3	1.2	1.9	1.0	5.7	0.0	0.0	4.2	0.0	0.0
LnGrp Delay(d),s/veh	5.5	6.6	6.6	4.3	5.0	4.8	52.2	0.0	0.0	48.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		386			610			178			135	
Approach Delay, s/veh		6.6			4.8			52.2			48.5	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	89.3		20.6	9.4	85.0		20.6
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5
Max Green Setting (Gmax), s	10.5	51.0		37.5	13.5	48.0		37.5
Max Q Clear Time (g_c+I1), s	2.1	5.7		13.9	4.4	6.3		10.3
Green Ext Time (p_c), s	0.0	9.3		1.2	0.3	9.2		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	117	338	208	62	259	47	62	277	188	218	189	61
Future Volume (veh/h)	117	338	208	62	259	47	62	277	188	218	189	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1825	1825	1825	1853	1853	1853	1881	1881	1881	1872	1872	1872
Adj Flow Rate, veh/h	146	422	0	78	324	0	78	346	0	272	236	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	2	2	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	652	1852	828	596	1851	828	289	453	203	347	627	281
Arrive On Green	0.06	0.53	0.00	0.05	0.53	0.00	0.05	0.13	0.00	0.10	0.18	0.00
Sat Flow, veh/h	1739	3468	1552	1765	3522	1575	1792	3575	1599	3459	3557	1591
Grp Volume(v), veh/h	146	422	0	78	324	0	78	346	0	272	236	0
Grp Sat Flow(s),veh/h/ln	1739	1734	1552	1765	1761	1575	1792	1787	1599	1729	1778	1591
Q Serve(g_s), s	4.4	7.4	0.0	2.3	5.5	0.0	4.3	10.8	0.0	8.8	6.7	0.0
Cycle Q Clear(g_c), s	4.4	7.4	0.0	2.3	5.5	0.0	4.3	10.8	0.0	8.8	6.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	652	1852	828	596	1851	828	289	453	203	347	627	281
V/C Ratio(X)	0.22	0.23	0.00	0.13	0.18	0.00	0.27	0.76	0.00	0.78	0.38	0.00
Avail Cap(c_a), veh/h	706	1852	828	665	1851	828	354	746	334	571	1021	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.1	14.2	0.0	11.1	14.3	0.0	40.7	48.6	0.0	50.5	41.8	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.2	0.0	0.2	2.7	0.0	3.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.6	0.0	1.1	2.8	0.0	2.1	5.5	0.0	4.4	3.3	0.0
LnGrp Delay(d),s/veh	11.3	14.5	0.0	11.2	14.5	0.0	40.9	51.3	0.0	54.4	42.1	0.0
LnGrp LOS	B	B		B	B		D	D		D	D	
Approach Vol, veh/h		568			402			424			508	
Approach Delay, s/veh		13.7			13.8			49.4			48.7	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	20.6	10.5	67.4	10.8	26.3	11.5	66.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	19.0	24.0	10.0	40.0	10.0	33.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	10.8	12.8	4.3	9.4	6.3	8.7	6.4	7.5
Green Ext Time (p_c), s	0.7	1.8	0.0	3.4	0.0	2.3	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	40	65	50	90	110	25	10	225	35	15	185	10
Future Volume (veh/h)	40	65	50	90	110	25	10	225	35	15	185	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1890	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	43	71	54	98	120	27	11	245	38	16	201	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	489	237	180	503	351	79	552	872	133	514	957	52
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1242	988	751	1254	1466	330	1171	3093	474	1086	3397	185
Grp Volume(v), veh/h	43	0	125	98	0	147	11	139	144	16	104	108
Grp Sat Flow(s),veh/h/ln	1242	0	1739	1254	0	1795	1171	1778	1788	1086	1761	1821
Q Serve(g_s), s	0.8	0.0	1.5	1.8	0.0	1.8	0.2	1.6	1.6	0.3	1.2	1.2
Cycle Q Clear(g_c), s	2.5	0.0	1.5	3.4	0.0	1.8	1.4	1.6	1.6	1.9	1.2	1.2
Prop In Lane	1.00		0.43	1.00		0.18	1.00		0.26	1.00		0.10
Lane Grp Cap(c), veh/h	489	0	417	503	0	430	552	501	504	514	496	513
V/C Ratio(X)	0.09	0.00	0.30	0.20	0.00	0.34	0.02	0.28	0.28	0.03	0.21	0.21
Avail Cap(c_a), veh/h	1095	0	1265	1114	0	1306	1051	1259	1266	977	1247	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	8.1	9.5	0.0	8.2	7.7	7.3	7.3	8.1	7.2	7.2
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	0.0	0.5	0.0	0.6	0.7	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.8	0.7	0.0	0.9	0.1	0.9	0.9	0.1	0.6	0.6
LnGrp Delay(d),s/veh	9.4	0.0	8.5	9.7	0.0	8.7	7.7	8.0	8.0	8.1	7.6	7.6
LnGrp LOS	A		A	A		A	A	A	A	A	A	A
Approach Vol, veh/h		168			245			294			228	
Approach Delay, s/veh		8.7			9.1			8.0			7.6	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		13.9		12.3		13.9		12.3
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0
Max Green Setting (Gmax), s		18.5		19.0		18.5		19.0
Max Q Clear Time (g_c+I1), s		3.6		4.5		3.9		5.4
Green Ext Time (p_c), s		3.5		1.3		3.4		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	35	20	140	60	160	85	280	200	125	260	35
Future Volume (veh/h)	15	35	20	140	60	160	85	280	200	125	260	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1872	1853	1853	1890	1881	1881	1919	1844	1844	1881
Adj Flow Rate, veh/h	16	38	0	152	65	174	92	304	217	136	283	38
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	413	351	403	98	264	640	705	491	544	1138	151
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.11	0.35	0.35	0.12	0.37	0.37
Sat Flow, veh/h	1142	1872	1591	1357	447	1196	1792	2017	1404	1756	3110	413
Grp Volume(v), veh/h	16	38	0	152	0	239	92	268	253	136	158	163
Grp Sat Flow(s),veh/h/ln	1142	1872	1591	1357	0	1642	1792	1787	1634	1756	1752	1771
Q Serve(g_s), s	0.7	0.9	0.0	5.7	0.0	7.6	1.7	6.6	6.8	2.5	3.6	3.7
Cycle Q Clear(g_c), s	8.3	0.9	0.0	6.7	0.0	7.6	1.7	6.6	6.8	2.5	3.6	3.7
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.86	1.00		0.23
Lane Grp Cap(c), veh/h	226	413	351	403	0	362	640	625	571	544	641	648
V/C Ratio(X)	0.07	0.09	0.00	0.38	0.00	0.66	0.14	0.43	0.44	0.25	0.25	0.25
Avail Cap(c_a), veh/h	763	1293	1099	1041	0	1134	902	1359	1243	772	1333	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	17.7	0.0	20.4	0.0	20.3	9.0	14.2	14.3	9.1	12.6	12.7
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.8	0.0	2.9	0.1	0.5	0.5	0.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.0	2.2	0.0	3.7	0.8	3.3	3.1	1.2	1.7	1.8
LnGrp Delay(d),s/veh	24.3	17.9	0.0	21.2	0.0	23.2	9.1	14.7	14.8	9.4	12.8	12.9
LnGrp LOS	C	B		C		C	A	B	B	A	B	B
Approach Vol, veh/h		54			391			613			457	
Approach Delay, s/veh		19.8			22.5			13.9			11.8	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.6	26.5		18.1	11.6	27.4		18.1
Change Period (Y+Rc), s	5.5	6.5		5.5	5.5	6.5		5.5
Max Green Setting (Gmax), s	14.5	43.5		39.5	14.5	43.5		39.5
Max Q Clear Time (g_c+I1), s	4.5	8.8		10.3	3.7	5.7		9.6
Green Ext Time (p_c), s	0.4	3.5		3.0	0.3	3.5		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	139	408	18	3	566	31	1	3	2	31	5	88
Future Volume (veh/h)	139	408	18	3	566	31	1	3	2	31	5	88
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1881	1881	1919	1872	1872	1910
Adj Flow Rate, veh/h	162	474	21	3	658	36	1	3	2	36	6	102
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	2	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	614	2749	122	691	2351	129	100	93	62	378	8	133
Arrive On Green	0.05	0.79	0.79	0.69	0.69	0.69	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1783	3470	153	903	3430	188	1293	1054	703	2740	89	1515
Grp Volume(v), veh/h	162	243	252	3	341	353	1	0	5	36	0	108
Grp Sat Flow(s),veh/h/ln	1783	1778	1845	903	1778	1839	1293	0	1757	1370	0	1605
Q Serve(g_s), s	2.5	3.3	3.3	0.1	7.5	7.5	0.1	0.0	0.3	1.2	0.0	6.6
Cycle Q Clear(g_c), s	2.5	3.3	3.3	0.1	7.5	7.5	6.7	0.0	0.3	1.5	0.0	6.6
Prop In Lane	1.00		0.08	1.00		0.10	1.00		0.40	1.00		0.94
Lane Grp Cap(c), veh/h	614	1409	1462	691	1219	1261	100	0	154	378	0	141
V/C Ratio(X)	0.26	0.17	0.17	0.00	0.28	0.28	0.01	0.00	0.03	0.10	0.00	0.77
Avail Cap(c_a), veh/h	745	1409	1462	691	1219	1261	304	0	431	794	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.0	2.5	2.5	5.0	6.1	6.1	47.9	0.0	41.7	42.4	0.0	44.6
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	0.6	0.6	0.0	0.0	0.1	0.1	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.6	1.7	0.0	3.8	3.9	0.0	0.0	0.1	0.5	0.0	3.2
LnGrp Delay(d),s/veh	4.1	2.7	2.7	5.0	6.7	6.7	47.9	0.0	41.8	42.5	0.0	50.9
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		657			697			6			144	
Approach Delay, s/veh		3.1			6.7			42.8			48.8	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.7	74.6		14.8		85.2		14.8
Change Period (Y+Rc), s	6.0	6.0		* 6		6.0		6.0
Max Green Setting (Gmax), s	12.0	46.0		* 25		64.0		24.0
Max Q Clear Time (g_c+I1), s	4.5	9.5		8.7		5.3		8.6
Green Ext Time (p_c), s	0.2	7.1		0.4		7.3		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	47	3	19	77	392	0	176	87	186	97	82
Future Volume (veh/h)	72	47	3	19	77	392	0	176	87	186	97	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1890	1853	1853	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	87	57	4	23	93	472	0	212	0	224	117	99
Adj No. of Lanes	2	1	0	0	1	2	1	2	1	2	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	139	10	94	379	1019	131	399	179	394	627	533
Arrive On Green	0.08	0.08	0.08	0.26	0.26	0.26	0.00	0.11	0.00	0.11	0.33	0.33
Sat Flow, veh/h	3407	1703	120	364	1471	2773	1149	3504	1568	3584	1881	1599
Grp Volume(v), veh/h	87	0	61	116	0	472	0	212	0	224	117	99
Grp Sat Flow(s),veh/h/ln	1704	0	1823	1835	0	1386	1149	1752	1568	1792	1881	1599
Q Serve(g_s), s	1.3	0.0	1.7	2.8	0.0	7.1	0.0	3.1	0.0	3.3	2.4	2.4
Cycle Q Clear(g_c), s	1.3	0.0	1.7	2.8	0.0	7.1	0.0	3.1	0.0	3.3	2.4	2.4
Prop In Lane	1.00		0.07	0.20		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	0	149	472	0	1019	131	399	179	394	627	533
V/C Ratio(X)	0.31	0.00	0.41	0.25	0.00	0.46	0.00	0.53	0.00	0.57	0.19	0.19
Avail Cap(c_a), veh/h	1117	0	598	1103	0	1971	764	2329	1042	2350	1234	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	24.0	16.2	0.0	13.2	0.0	22.9	0.0	23.2	13.0	13.0
Incr Delay (d2), s/veh	0.6	0.0	1.8	0.5	0.0	0.6	0.0	0.8	0.0	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.0	1.4	0.0	2.8	0.0	1.5	0.0	1.7	1.3	1.1
LnGrp Delay(d),s/veh	24.4	0.0	25.8	16.6	0.0	13.8	0.0	23.8	0.0	24.2	13.1	13.1
LnGrp LOS	C		C	B		B		C		C	B	B
Approach Vol, veh/h		148			588			212			440	
Approach Delay, s/veh		25.0			14.4			23.8			18.7	
Approach LOS		C			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	12.0	12.8		9.0		24.8		21.1
Change Period (Y+Rc), s	6.0	6.5		4.5		* 6.5		7.0
Max Green Setting (Gmax), s	36.0	36.5		18.0		* 36		33.0
Max Q Clear Time (g_c+I1), s	5.3	5.1		3.7		4.4		9.1
Green Ext Time (p_c), s	0.8	1.4		0.4		1.4		5.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	139	95	54	374	206	71
Future Volume (veh/h)	139	95	54	374	206	71
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1844	1844
Adj Flow Rate, veh/h	181	0	70	486	268	0
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1509	675	706	2097	345	308
Arrive On Green	0.43	0.00	0.06	0.59	0.20	0.00
Sat Flow, veh/h	3614	1575	1783	3651	1756	1568
Grp Volume(v), veh/h	181	0	70	486	268	0
Grp Sat Flow(s),veh/h/ln	1761	1575	1783	1778	1756	1568
Q Serve(g_s), s	1.8	0.0	1.1	3.8	8.4	0.0
Cycle Q Clear(g_c), s	1.8	0.0	1.1	3.8	8.4	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1509	675	706	2097	345	308
V/C Ratio(X)	0.12	0.00	0.10	0.23	0.78	0.00
Avail Cap(c_a), veh/h	2625	1175	1183	4176	873	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.0	0.0	7.1	5.7	22.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	4.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	1.8	4.5	0.0
LnGrp Delay(d),s/veh	10.1	0.0	7.1	5.8	26.8	0.0
LnGrp LOS	B		A	A	C	
Approach Vol, veh/h	181			556	268	
Approach Delay, s/veh	10.1			5.9	26.8	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	9.4	31.5		17.5		40.9		
Change Period (Y+Rc), s	6.0	6.5		6.0		6.5		
Max Green Setting (Gmax), s	19.0	43.5		29.0		68.5		
Max Q Clear Time (g_c+I1), s	3.1	3.8		10.4		5.8		
Green Ext Time (p_c), s	0.1	4.0		1.2		4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	219	0	0	444	136	0	0	0	40	0	61
Future Volume (veh/h)	65	219	0	0	444	136	0	0	0	40	0	61
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1881	1844	1844	1853	1853	1890
Adj Flow Rate, veh/h	79	267	0	0	541	166	0	0	0	49	0	74
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	1925	0	229	851	260	0	141	120	365	0	121
Arrive On Green	0.05	0.54	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1783	3651	0	1108	2672	817	0	1844	1568	1765	0	1575
Grp Volume(v), veh/h	79	267	0	0	358	349	0	0	0	49	0	74
Grp Sat Flow(s),veh/h/ln	1783	1778	0	1108	1770	1719	0	1844	1568	1765	0	1575
Q Serve(g_s), s	0.8	1.2	0.0	0.0	5.4	5.5	0.0	0.0	0.0	0.8	0.0	1.4
Cycle Q Clear(g_c), s	0.8	1.2	0.0	0.0	5.4	5.5	0.0	0.0	0.0	0.8	0.0	1.4
Prop In Lane	1.00		0.00	1.00		0.48	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	421	1925	0	229	564	547	0	141	120	365	0	121
V/C Ratio(X)	0.19	0.14	0.00	0.00	0.63	0.64	0.00	0.00	0.00	0.13	0.00	0.61
Avail Cap(c_a), veh/h	1160	11214	0	2663	4452	4324	0	1732	1473	1859	0	1455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	3.6	0.0	0.0	9.1	9.2	0.0	0.0	0.0	13.8	0.0	14.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.4	0.5	0.0	0.0	0.0	0.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.0	0.0	2.7	2.6	0.0	0.0	0.0	0.4	0.0	0.7
LnGrp Delay(d),s/veh	6.4	3.6	0.0	0.0	9.6	9.6	0.0	0.0	0.0	13.8	0.0	15.9
LnGrp LOS	A	A			A	A				B		B
Approach Vol, veh/h		346			707			0			123	
Approach Delay, s/veh		4.2			9.6			0.0			15.1	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.0	16.0		8.4		23.0		8.4
Change Period (Y+Rc), s	5.5	6.0		* 6		6.0		6.0
Max Green Setting (Gmax), s	14.5	79.0		* 30		99.0		29.0
Max Q Clear Time (g_c+I1), s	2.8	7.5		0.0		3.2		3.4
Green Ext Time (p_c), s	0.1	2.2		0.0		2.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	6	31	0	0	1	28	191	6	1	153	143
Future Volume (veh/h)	157	6	31	0	0	1	28	191	6	1	153	143
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1863	1863	1900	1872	1872	1910
Adj Flow Rate, veh/h	187	7	37	0	0	1	33	227	7	1	182	170
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	43	230	4	0	4	300	777	24	460	233	218
Arrive On Green	0.17	0.17	0.17	0.00	0.00	0.00	0.04	0.43	0.43	0.26	0.26	0.26
Sat Flow, veh/h	1783	259	1371	1774	0	1583	1774	1798	55	1147	892	833
Grp Volume(v), veh/h	187	0	44	0	0	1	33	0	234	1	0	352
Grp Sat Flow(s),veh/h/ln	1783	0	1630	1774	0	1583	1774	0	1853	1147	0	1725
Q Serve(g_s), s	4.4	0.0	1.0	0.0	0.0	0.0	0.6	0.0	3.7	0.0	0.0	8.5
Cycle Q Clear(g_c), s	4.4	0.0	1.0	0.0	0.0	0.0	0.6	0.0	3.7	0.0	0.0	8.5
Prop In Lane	1.00		0.84	1.00		1.00	1.00		0.03	1.00		0.48
Lane Grp Cap(c), veh/h	299	0	273	4	0	4	300	0	801	460	0	451
V/C Ratio(X)	0.63	0.00	0.16	0.00	0.00	0.29	0.11	0.00	0.29	0.00	0.00	0.78
Avail Cap(c_a), veh/h	1146	0	1047	747	0	667	587	0	2628	1405	0	1873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	16.1	0.0	0.0	22.5	11.2	0.0	8.3	12.3	0.0	15.5
Incr Delay (d2), s/veh	2.2	0.0	0.3	0.0	0.0	39.4	0.1	0.0	0.1	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.5	0.0	0.0	0.1	0.3	0.0	1.9	0.0	0.0	4.1
LnGrp Delay(d),s/veh	19.6	0.0	16.3	0.0	0.0	61.9	11.2	0.0	8.4	12.3	0.0	16.6
LnGrp LOS	B		B			E	B		A	B		B
Approach Vol, veh/h		231			1			267			353	
Approach Delay, s/veh		19.0			61.9			8.8			16.6	
Approach LOS		B			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.7	17.8		6.1		25.5		13.6
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	49.0		19.0		64.0		29.0
Max Q Clear Time (g_c+I1), s	2.6	10.5		2.0		5.7		6.4
Green Ext Time (p_c), s	0.0	1.3		0.0		1.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	69	16	172	0	44	5	119	99	20	259	9
Future Volume (veh/h)	166	69	16	172	0	44	5	119	99	20	259	9
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1891	1928	1835	1835	1872	1835	1835	1872	1919	1919	1957
Adj Flow Rate, veh/h	277	115	27	287	0	73	8	198	165	33	432	15
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	532	169	40	481	0	198	221	263	219	273	576	20
Arrive On Green	0.17	0.11	0.11	0.18	0.00	0.13	0.01	0.28	0.28	0.03	0.31	0.31
Sat Flow, veh/h	1801	1481	348	1747	0	1560	1747	926	772	1827	1843	64
Grp Volume(v), veh/h	277	0	142	287	0	73	8	0	363	33	0	447
Grp Sat Flow(s),veh/h/ln	1801	0	1829	1747	0	1560	1747	0	1699	1827	0	1907
Q Serve(g_s), s	8.1	0.0	4.6	8.6	0.0	2.7	0.2	0.0	12.1	0.8	0.0	13.1
Cycle Q Clear(g_c), s	8.1	0.0	4.6	8.6	0.0	2.7	0.2	0.0	12.1	0.8	0.0	13.1
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.45	1.00		0.03
Lane Grp Cap(c), veh/h	532	0	209	481	0	198	221	0	482	273	0	596
V/C Ratio(X)	0.52	0.00	0.68	0.60	0.00	0.37	0.04	0.00	0.75	0.12	0.00	0.75
Avail Cap(c_a), veh/h	793	0	853	712	0	727	463	0	1461	473	0	1640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	26.5	18.7	0.0	24.9	16.8	0.0	20.3	15.9	0.0	19.2
Incr Delay (d2), s/veh	0.3	0.0	1.5	1.2	0.0	0.4	0.0	0.0	2.4	0.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	2.4	4.2	0.0	1.2	0.1	0.0	6.0	0.4	0.0	7.1
LnGrp Delay(d),s/veh	19.3	0.0	27.9	19.9	0.0	25.3	16.8	0.0	22.7	16.0	0.0	21.1
LnGrp LOS	B		C	B		C	B		C	B		C
Approach Vol, veh/h		419			360			371			480	
Approach Delay, s/veh		22.2			21.0			22.6			20.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	13.9	8.2	24.2	16.8	13.1	6.4	25.9
Change Period (Y+Rc), s	5.5	6.0	6.0	6.5	5.5	6.0	6.0	6.5
Max Green Setting (Gmax), s	19.5	29.0	9.0	53.5	19.5	29.0	9.0	53.5
Max Q Clear Time (g_c+I1), s	10.1	4.7	2.8	14.1	10.6	6.6	2.2	15.1
Green Ext Time (p_c), s	0.4	0.5	0.0	3.5	0.8	0.5	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	25	70	15	35	5	10	25	10	10	30	15
Future Volume (veh/h)	20	25	70	15	35	5	10	25	10	10	30	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1910	1872	1910	1900	1863	1900
Adj Flow Rate, veh/h	22	27	76	16	38	5	11	27	11	11	33	16
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	206	412	254	524	60	176	315	106	157	310	126
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	143	497	994	296	1264	144	183	1162	389	129	1143	462
Grp Volume(v), veh/h	125	0	0	59	0	0	49	0	0	60	0	0
Grp Sat Flow(s),veh/h/ln	1634	0	0	1704	0	0	1734	0	0	1734	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.18		0.61	0.27		0.08	0.22		0.22	0.18		0.27
Lane Grp Cap(c), veh/h	798	0	0	837	0	0	597	0	0	592	0	0
V/C Ratio(X)	0.16	0.00	0.00	0.07	0.00	0.00	0.08	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	798	0	0	837	0	0	597	0	0	592	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	6.2	0.0	0.0	9.5	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	6.9	0.0	0.0	6.4	0.0	0.0	9.8	0.0	0.0	10.0	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		125			59			49			60	
Approach Delay, s/veh		6.9			6.4			9.8			10.0	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.0		20.0		15.0		20.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		9.5		14.5		9.5		14.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	283	15	11	294	0	20	3	11	0	2	3
Future Volume (veh/h)	0	283	15	11	294	0	20	3	11	0	2	3
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1909	1948	1872	1872	1910	1910	1872	1910	1862	1825	1862
Adj Flow Rate, veh/h	0	304	16	12	316	0	22	3	12	0	2	3
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	1034	54	638	1076	0	298	55	123	0	165	248
Arrive On Green	0.00	0.57	0.57	0.57	0.57	0.00	0.25	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	1086	1798	95	1061	1872	0	809	219	494	0	660	990
Grp Volume(v), veh/h	0	0	320	12	316	0	37	0	0	0	0	5
Grp Sat Flow(s),veh/h/ln	1086	0	1893	1061	1872	0	1522	0	0	0	0	1651
Q Serve(g_s), s	0.0	0.0	5.2	0.4	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	5.2	5.5	5.2	0.0	1.0	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.05	1.00		0.00	0.59		0.32	0.00		0.60
Lane Grp Cap(c), veh/h	120	0	1088	638	1076	0	476	0	0	0	0	413
V/C Ratio(X)	0.00	0.00	0.29	0.02	0.29	0.00	0.08	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	120	0	1088	638	1076	0	476	0	0	0	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	6.5	7.9	6.5	0.0	17.2	0.0	0.0	0.0	0.0	16.9
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.1	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.9	0.1	2.8	0.0	0.5	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	0.0	7.2	8.0	7.2	0.0	17.6	0.0	0.0	0.0	0.0	17.0
LnGrp LOS			A	A	A		B					B
Approach Vol, veh/h		320			328			37			5	
Approach Delay, s/veh		7.2			7.2			17.6			17.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0
Max Green Setting (Gmax), s		34.5		15.0		34.5		15.0
Max Q Clear Time (g_c+I1), s		7.2		3.0		7.5		2.1
Green Ext Time (p_c), s		6.2		0.0		6.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	142	114	29	158	78	147	257	50	93	201	28
Future Volume (veh/h)	24	142	114	29	158	78	147	257	50	93	201	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	26	151	121	31	168	83	156	273	53	99	214	30
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	325	261	326	404	200	653	556	108	594	580	81
Arrive On Green	0.34	0.34	0.34	0.68	0.68	0.68	0.24	0.73	0.73	0.24	0.73	0.73
Sat Flow, veh/h	1118	954	764	1108	1184	585	1783	1524	296	1765	1591	223
Grp Volume(v), veh/h	26	0	272	31	0	251	156	0	326	99	0	244
Grp Sat Flow(s),veh/h/ln	1118	0	1719	1108	0	1769	1783	0	1820	1765	0	1814
Q Serve(g_s), s	1.5	0.0	10.5	1.4	0.0	5.3	4.0	0.0	6.4	2.4	0.0	4.2
Cycle Q Clear(g_c), s	6.8	0.0	10.5	12.0	0.0	5.3	4.0	0.0	6.4	2.4	0.0	4.2
Prop In Lane	1.00		0.44	1.00		0.33	1.00		0.16	1.00		0.12
Lane Grp Cap(c), veh/h	396	0	586	326	0	603	653	0	664	594	0	662
V/C Ratio(X)	0.07	0.00	0.46	0.10	0.00	0.42	0.24	0.00	0.49	0.17	0.00	0.37
Avail Cap(c_a), veh/h	396	0	586	326	0	603	653	0	664	594	0	662
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	21.9	13.9	0.0	9.7	10.9	0.0	8.2	10.6	0.0	7.9
Incr Delay (d2), s/veh	0.3	0.0	2.6	0.6	0.0	2.1	0.9	0.0	2.6	0.6	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.4	0.5	0.0	2.8	2.0	0.0	3.5	1.2	0.0	2.3
LnGrp Delay(d),s/veh	23.0	0.0	24.5	14.5	0.0	11.9	11.7	0.0	10.8	11.2	0.0	9.5
LnGrp LOS	C		C	B		B	B		B	B		A
Approach Vol, veh/h		298			282			482			343	
Approach Delay, s/veh		24.4			12.1			11.1			10.0	
Approach LOS		C			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	36.0		34.0	15.0	36.0		34.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	10.0	31.0		29.0	10.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	0.0	0.0		0.0	0.0	0.0		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		13.9
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	343	1	9	283	4	2	2	5	3	5	3
Future Volume (veh/h)	1	343	1	9	283	4	2	2	5	3	5	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1872	1872	1910	1938	1900	1938	1928	1891	1928
Adj Flow Rate, veh/h	1	369	1	10	304	4	2	2	5	3	5	3
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	964	1546	4	887	1550	20	56	22	40	61	41	20
Arrive On Green	0.84	0.84	0.84	1.00	1.00	1.00	0.04	0.04	0.04	0.04	0.04	0.04
Sat Flow, veh/h	1056	1838	5	1013	1844	24	221	518	924	294	951	467
Grp Volume(v), veh/h	1	0	370	10	0	308	9	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1056	0	1843	1013	0	1868	1664	0	0	1712	0	0
Q Serve(g_s), s	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.8	3.8	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.01	0.22		0.56	0.27		0.27
Lane Grp Cap(c), veh/h	964	0	1550	887	0	1571	118	0	0	122	0	0
V/C Ratio(X)	0.00	0.00	0.24	0.01	0.00	0.20	0.08	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	964	0	1550	887	0	1571	381	0	0	392	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.2	0.0	1.5	0.1	0.0	0.0	43.7	0.0	0.0	43.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.0	0.3	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.0	0.0	0.0	0.1	0.2	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	1.2	0.0	1.9	0.1	0.0	0.3	43.9	0.0	0.0	44.0	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		371			318			9			11	
Approach Delay, s/veh		1.9			0.3			43.9			44.0	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		85.4		9.6		85.4		9.6
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		64.5		19.5		64.5		19.5
Max Q Clear Time (g_c+I1), s		5.8		2.6		5.8		2.5
Green Ext Time (p_c), s		2.2		0.0		2.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	367	17	6	302	50	11	11	9	65	25	15
Future Volume (veh/h)	8	367	17	6	302	50	11	11	9	65	25	15
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1853	1852	1816	1852	1919	1881	1919
Adj Flow Rate, veh/h	8	374	17	6	308	51	11	11	9	66	26	15
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	904	1437	65	872	1499	1274	84	72	43	140	38	19
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1023	1777	81	984	1853	1575	377	832	495	918	441	222
Grp Volume(v), veh/h	8	0	391	6	308	51	31	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	1023	0	1858	984	1853	1575	1704	0	0	1581	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.35		0.29	0.62		0.14
Lane Grp Cap(c), veh/h	904	0	1503	872	1499	1274	198	0	0	197	0	0
V/C Ratio(X)	0.01	0.00	0.26	0.01	0.21	0.04	0.16	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	904	0	1503	872	1499	1274	551	0	0	547	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	0.99	0.99	0.99	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	40.4	0.0	0.0	42.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.0	0.3	0.1	0.4	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.0	0.1	0.0	0.8	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.4	0.0	0.3	0.1	40.8	0.0	0.0	44.7	0.0	0.0
LnGrp LOS	A		A	A	A	A	D			D		
Approach Vol, veh/h		399			365			31			107	
Approach Delay, s/veh		0.4			0.3			40.8			44.7	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		81.8		13.2		81.8		13.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		55.0		30.0		55.0		30.0
Max Q Clear Time (g_c+I1), s		2.0		3.6		2.0		8.2
Green Ext Time (p_c), s		3.5		0.5		3.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	56	35	49	54	39	35	267	55	21	239	8
Future Volume (veh/h)	6	56	35	49	54	39	35	267	55	21	239	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	6	57	36	50	55	40	36	272	56	21	244	8
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	350	221	465	332	242	709	833	172	661	987	32
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1289	1063	672	1304	1009	734	1129	1507	310	1042	1785	59
Grp Volume(v), veh/h	6	0	93	50	0	95	36	0	328	21	0	252
Grp Sat Flow(s),veh/h/ln	1289	0	1735	1304	0	1743	1129	0	1817	1042	0	1843
Q Serve(g_s), s	0.3	0.0	3.2	2.4	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	3.2	5.6	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.42	1.00		0.17	1.00		0.03
Lane Grp Cap(c), veh/h	459	0	572	465	0	574	709	0	1005	661	0	1019
V/C Ratio(X)	0.01	0.00	0.16	0.11	0.00	0.17	0.05	0.00	0.33	0.03	0.00	0.25
Avail Cap(c_a), veh/h	459	0	572	465	0	574	709	0	1005	661	0	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	20.2	22.2	0.0	20.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.5	0.0	0.6	0.1	0.0	0.9	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.6	0.9	0.0	1.7	0.0	0.0	0.2	0.0	0.0	0.2
LnGrp Delay(d),s/veh	21.5	0.0	20.8	22.7	0.0	20.8	0.1	0.0	0.9	0.1	0.0	0.6
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		99			145			364			273	
Approach Delay, s/veh		20.8			21.5			0.8			0.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		33.0		52.0		33.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		47.0		28.0		47.0		28.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	18	23	9	17	14	9	268	35	10	235	16
Future Volume (veh/h)	15	18	23	9	17	14	9	268	35	10	235	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1919	1881	1919	1881	1881	1919	1853	1853	1890
Adj Flow Rate, veh/h	15	19	24	9	18	14	9	276	36	10	242	16
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	187	199	129	248	169	672	959	125	707	1012	67
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	1.00	1.00	1.00	0.59	0.59	0.59
Sat Flow, veh/h	322	637	677	263	844	574	1128	1631	213	1058	1720	114
Grp Volume(v), veh/h	58	0	0	41	0	0	9	0	312	10	0	258
Grp Sat Flow(s),veh/h/ln	1637	0	0	1682	0	0	1128	0	1844	1058	0	1833
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.3	0.0	5.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.4	0.0	0.0	5.8	0.0	0.0	0.3	0.0	5.7
Prop In Lane	0.26		0.41	0.22		0.34	1.00		0.12	1.00		0.06
Lane Grp Cap(c), veh/h	535	0	0	546	0	0	672	0	1085	707	0	1078
V/C Ratio(X)	0.11	0.00	0.00	0.08	0.00	0.00	0.01	0.00	0.29	0.01	0.00	0.24
Avail Cap(c_a), veh/h	535	0	0	546	0	0	672	0	1085	707	0	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	0.0	21.7	0.0	0.0	0.3	0.0	0.0	7.3	0.0	8.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.2	0.1	0.0	3.0
LnGrp Delay(d),s/veh	22.3	0.0	0.0	21.9	0.0	0.0	0.4	0.0	0.7	7.3	0.0	8.9
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		58			41			321			268	
Approach Delay, s/veh		22.3			21.9			0.7			8.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		30.0		55.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	435	80	90	410	40	65
Future Volume (veh/h)	435	80	90	410	40	65
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1938	1844	1844	1853	1853
Adj Flow Rate, veh/h	473	87	98	446	43	71
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2081	381	701	2799	141	218
Arrive On Green	0.68	0.68	0.06	0.80	0.08	0.08
Sat Flow, veh/h	3144	558	1756	3596	1765	1575
Grp Volume(v), veh/h	279	281	98	446	43	71
Grp Sat Flow(s),veh/h/ln	1805	1802	1756	1752	1765	1575
Q Serve(g_s), s	5.5	5.6	1.3	2.8	2.2	3.9
Cycle Q Clear(g_c), s	5.5	5.6	1.3	2.8	2.2	3.9
Prop In Lane		0.31	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1232	1230	701	2799	141	218
V/C Ratio(X)	0.23	0.23	0.14	0.16	0.30	0.33
Avail Cap(c_a), veh/h	1232	1230	830	2799	455	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	5.7	5.7	3.2	2.2	41.2	36.9
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.0	1.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.9	0.6	1.3	1.1	3.5
LnGrp Delay(d),s/veh	6.0	6.0	3.2	2.2	42.4	37.8
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	560			544	114	
Approach Delay, s/veh	6.0			2.4	39.5	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	11.0	70.8		13.1		81.9		
Change Period (Y+Rc), s	5.5	6.0		5.5		6.0		
Max Green Setting (Gmax), s	12.5	41.0		24.5		59.0		
Max Q Clear Time (g_c+I1), s	3.3	7.6		5.9		4.8		
Green Ext Time (p_c), s	0.1	7.4		0.3		7.8		

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	15	25	15	15	10	30	250	15	10	220	5
Future Volume (veh/h)	15	15	25	15	15	10	30	250	15	10	220	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1900	1863	1900	1853	1853	1890	1910	1872	1910
Adj Flow Rate, veh/h	16	16	27	16	16	11	33	272	16	11	239	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	39	55	128	55	31	995	1286	76	90	1323	27
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	356	538	755	497	754	430	1126	1733	102	27	1783	36
Grp Volume(v), veh/h	59	0	0	43	0	0	33	0	288	255	0	0
Grp Sat Flow(s),veh/h/ln	1649	0	0	1681	0	0	1126	0	1835	1846	0	0
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.2	0.0	0.0	0.3	0.0	2.6	2.2	0.0	0.0
Prop In Lane	0.27		0.46	0.37		0.26	1.00		0.06	0.04		0.02
Lane Grp Cap(c), veh/h	205	0	0	214	0	0	995	0	1362	1439	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.20	0.00	0.00	0.03	0.00	0.21	0.18	0.00	0.00
Avail Cap(c_a), veh/h	975	0	0	975	0	0	995	0	1362	1439	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.0	0.0	0.0	23.8	0.0	0.0	1.8	0.0	2.1	2.1	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.4	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.6	0.0	0.0	0.1	0.0	1.4	1.2	0.0	0.0
LnGrp Delay(d),s/veh	24.8	0.0	0.0	24.2	0.0	0.0	1.9	0.0	2.5	2.3	0.0	0.0
LnGrp LOS	C			C			A		A	A		
Approach Vol, veh/h		59			43			321			255	
Approach Delay, s/veh		24.8			24.2			2.4			2.3	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		8.9		45.0		8.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		30.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		4.6		3.8		4.2		3.2
Green Ext Time (p_c), s		2.5		0.3		2.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	88	36	29	105	31	28	26	30	28	45	14
Future Volume (veh/h)	12	88	36	29	105	31	28	26	30	28	45	14
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1844	1844	1881
Adj Flow Rate, veh/h	13	95	39	31	113	33	30	28	32	30	48	15
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	606	588	241	669	656	191	607	329	376	602	555	174
Arrive On Green	0.94	0.94	0.94	0.47	0.47	0.47	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1231	1250	513	1257	1393	407	1340	798	913	1324	1348	421
Grp Volume(v), veh/h	13	0	134	31	0	146	30	0	60	30	0	63
Grp Sat Flow(s),veh/h/ln	1231	0	1763	1257	0	1800	1340	0	1711	1324	0	1770
Q Serve(g_s), s	0.1	0.0	0.4	1.1	0.0	4.0	1.2	0.0	1.8	1.2	0.0	1.8
Cycle Q Clear(g_c), s	4.1	0.0	0.4	1.6	0.0	4.0	3.0	0.0	1.8	3.0	0.0	1.8
Prop In Lane	1.00		0.29	1.00		0.23	1.00		0.53	1.00		0.24
Lane Grp Cap(c), veh/h	606	0	830	669	0	847	607	0	705	602	0	729
V/C Ratio(X)	0.02	0.00	0.16	0.05	0.00	0.17	0.05	0.00	0.09	0.05	0.00	0.09
Avail Cap(c_a), veh/h	606	0	830	669	0	847	607	0	705	602	0	729
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	1.8	0.0	1.3	12.5	0.0	13.0	16.2	0.0	15.2	16.2	0.0	15.2
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.1	0.0	0.4	0.2	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	0.4	0.0	2.1	0.5	0.0	0.9	0.5	0.0	0.9
LnGrp Delay(d),s/veh	1.8	0.0	1.8	12.6	0.0	13.4	16.3	0.0	15.5	16.3	0.0	15.5
LnGrp LOS	A		A	B		B	B		B	B		B
Approach Vol, veh/h		147			177			90			93	
Approach Delay, s/veh		1.8			13.3			15.8			15.8	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		40.0		45.0		40.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		35.0		40.0		35.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	52	24	13	40	26	20	6	467	54	14	475	59
Future Volume (veh/h)	52	24	13	40	26	20	6	467	54	14	475	59
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1844	1844	1844	1844	1844	1881	1853	1853	1890
Adj Flow Rate, veh/h	54	25	0	41	27	0	6	481	56	14	490	61
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	188	160	246	184	157	669	2212	257	680	2205	273
Arrive On Green	0.10	0.10	0.00	0.10	0.10	0.00	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1392	1881	1599	1366	1844	1568	845	3164	367	860	3154	391
Grp Volume(v), veh/h	54	25	0	41	27	0	6	265	272	14	273	278
Grp Sat Flow(s),veh/h/ln	1392	1881	1599	1366	1844	1568	845	1752	1779	860	1761	1784
Q Serve(g_s), s	2.1	0.7	0.0	1.6	0.8	0.0	0.1	3.1	3.1	0.3	3.2	3.2
Cycle Q Clear(g_c), s	2.9	0.7	0.0	2.3	0.8	0.0	3.3	3.1	3.1	3.4	3.2	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.22
Lane Grp Cap(c), veh/h	246	188	160	246	184	157	669	1225	1244	680	1231	1247
V/C Ratio(X)	0.22	0.13	0.00	0.17	0.15	0.00	0.01	0.22	0.22	0.02	0.22	0.22
Avail Cap(c_a), veh/h	338	312	265	336	306	260	728	1347	1368	741	1354	1372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	23.5	0.0	24.5	23.5	0.0	3.7	3.1	3.1	3.7	3.1	3.1
Incr Delay (d2), s/veh	0.6	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.0	0.6	0.4	0.0	0.0	1.5	1.5	0.1	1.5	1.6
LnGrp Delay(d),s/veh	25.5	23.9	0.0	25.0	24.0	0.0	3.7	3.1	3.1	3.7	3.1	3.1
LnGrp LOS	C	C		C	C		A	A	A	A	A	A
Approach Vol, veh/h		79			68			543			565	
Approach Delay, s/veh		25.0			24.6			3.1			3.1	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		11.2		46.0		11.2		46.0
Change Period (Y+Rc), s		5.5		6.0		5.5		6.0
Max Green Setting (Gmax), s		9.5		44.0		9.5		44.0
Max Q Clear Time (g_c+I1), s		4.9		5.3		4.3		5.4
Green Ext Time (p_c), s		0.3		0.9		0.3		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	267	180	257	224	125	291
Future Volume (veh/h)	267	180	257	224	125	291
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1853	1853
Adj Flow Rate, veh/h	272	0	262	229	128	0
Adj No. of Lanes	1	1	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1226	1042	996	2933	204	94
Arrive On Green	1.00	0.00	0.11	0.82	0.06	0.00
Sat Flow, veh/h	1853	1575	1783	3651	3424	1575
Grp Volume(v), veh/h	272	0	262	229	128	0
Grp Sat Flow(s),veh/h/ln	1853	1575	1783	1778	1712	1575
Q Serve(g_s), s	0.0	0.0	3.5	1.1	3.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.5	1.1	3.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1226	1042	996	2933	204	94
V/C Ratio(X)	0.22	0.00	0.26	0.08	0.63	0.00
Avail Cap(c_a), veh/h	1226	1042	1119	2933	793	365
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	0.99	0.99	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	2.5	1.6	43.6	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.1	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.7	0.6	1.7	0.0
LnGrp Delay(d),s/veh	0.4	0.0	2.7	1.6	46.8	0.0
LnGrp LOS	A		A	A	D	
Approach Vol, veh/h	272			491	128	
Approach Delay, s/veh	0.4			2.2	46.8	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.5	68.8		10.7		84.3		
Change Period (Y+Rc), s	5.5	6.0		5.0		6.0		
Max Green Setting (Gmax), s	16.5	40.0		22.0		62.0		
Max Q Clear Time (g_c+I1), s	5.5	2.0		5.5		3.1		
Green Ext Time (p_c), s	0.8	2.2		0.4		2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	279	6	0	281	29	7	27	9	33	26	19
Future Volume (veh/h)	16	279	6	0	281	29	7	27	9	33	26	19
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1890	1853	1890	1919	1881	1919	1890	1853	1890
Adj Flow Rate, veh/h	17	300	6	0	302	31	8	29	10	35	28	20
Adj No. of Lanes	1	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	605	1076	22	0	973	100	105	349	109	231	180	112
Arrive On Green	1.00	1.00	1.00	0.00	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1048	1829	37	0	1654	170	188	1185	371	581	613	379
Grp Volume(v), veh/h	17	0	306	0	0	333	47	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1048	0	1866	0	0	1823	1745	0	0	1573	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	0.0	0.0	7.8	1.6	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.02	0.00		0.09	0.17		0.21	0.42		0.24
Lane Grp Cap(c), veh/h	605	0	1097	0	0	1073	563	0	0	523	0	0
V/C Ratio(X)	0.03	0.00	0.28	0.00	0.00	0.31	0.08	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	605	0	1097	0	0	1073	563	0	0	523	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.6	0.0	0.0	0.0	0.0	8.8	21.7	0.0	0.0	22.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.0	0.0	0.8	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.0	0.0	4.1	0.8	0.0	0.0	1.5	0.0	0.0
LnGrp Delay(d),s/veh	0.7	0.0	0.6	0.0	0.0	9.6	22.0	0.0	0.0	22.9	0.0	0.0
LnGrp LOS	A		A			A	C			C		
Approach Vol, veh/h		323			333			47			83	
Approach Delay, s/veh		0.6			9.6			22.0			22.9	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		30.0		55.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	20	47	51	24	26	37	429	30	4	369	1
Future Volume (veh/h)	3	20	47	51	24	26	37	429	30	4	369	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1910	1872	1910	1853	1853	1890	1872	1872	1910
Adj Flow Rate, veh/h	3	22	51	55	26	28	40	466	33	4	401	1
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	155	326	270	128	116	658	1006	71	475	1098	3
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.59	0.59	0.59	1.00	1.00	1.00
Sat Flow, veh/h	15	529	1109	701	436	393	974	1711	121	900	1867	5
Grp Volume(v), veh/h	76	0	0	109	0	0	40	0	499	4	0	402
Grp Sat Flow(s),veh/h/ln	1652	0	0	1531	0	0	974	0	1832	900	0	1871
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	1.5	0.0	13.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	4.1	0.0	0.0	1.5	0.0	13.1	13.2	0.0	0.0
Prop In Lane	0.04		0.67	0.50		0.26	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	530	0	0	514	0	0	658	0	1078	475	0	1101
V/C Ratio(X)	0.14	0.00	0.00	0.21	0.00	0.00	0.06	0.00	0.46	0.01	0.00	0.37
Avail Cap(c_a), veh/h	530	0	0	514	0	0	658	0	1078	475	0	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	22.6	0.0	0.0	7.5	0.0	9.9	1.7	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.0	0.0	0.2	0.0	1.4	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	2.0	0.0	0.0	0.4	0.0	6.9	0.0	0.0	0.3
LnGrp Delay(d),s/veh	22.8	0.0	0.0	23.5	0.0	0.0	7.7	0.0	11.3	1.8	0.0	0.9
LnGrp LOS	C			C			A		B	A		A
Approach Vol, veh/h		76			109			539			406	
Approach Delay, s/veh		22.8			23.5			11.1			0.9	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		30.0		55.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	270	28	16	209	35	6	33	27	42	42	15
Future Volume (veh/h)	31	270	28	16	209	35	6	33	27	42	42	15
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	33	287	30	17	222	37	6	35	29	45	45	16
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	705	922	96	673	865	144	495	312	259	487	430	153
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1121	1667	174	1064	1565	261	1343	948	785	1326	1307	465
Grp Volume(v), veh/h	33	0	317	17	0	259	6	0	64	45	0	61
Grp Sat Flow(s),veh/h/ln	1121	0	1841	1064	0	1826	1343	0	1733	1326	0	1771
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	2.2	2.1	0.0	2.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.2	4.3	0.0	2.0
Prop In Lane	1.00		0.09	1.00		0.14	1.00		0.45	1.00		0.26
Lane Grp Cap(c), veh/h	705	0	1018	673	0	1010	495	0	571	487	0	584
V/C Ratio(X)	0.05	0.00	0.31	0.03	0.00	0.26	0.01	0.00	0.11	0.09	0.00	0.10
Avail Cap(c_a), veh/h	705	0	1018	673	0	1010	495	0	571	487	0	584
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	20.6	0.0	19.8	21.3	0.0	19.8
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.1	0.0	0.6	0.0	0.0	0.4	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.0	0.0	0.2	0.1	0.0	1.1	0.8	0.0	1.0
LnGrp Delay(d),s/veh	0.1	0.0	0.8	0.1	0.0	0.6	20.6	0.0	20.2	21.7	0.0	20.2
LnGrp LOS	A		A	A		A	C		C	C		C
Approach Vol, veh/h		350			276			70			106	
Approach Delay, s/veh		0.7			0.6			20.3			20.8	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		33.0		52.0		33.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		47.0		28.0		47.0		28.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	4	373	15	55	449	65	12	32	29	45	25	6
Future Volume (veh/h)	4	373	15	55	449	65	12	32	29	45	25	6
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1872	1872	1835	1872	1910	1872	1910
Adj Flow Rate, veh/h	4	393	16	58	473	68	13	34	31	47	26	6
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	717	2573	105	835	2772	1240	52	53	43	113	38	8
Arrive On Green	0.01	0.75	0.75	0.04	0.78	0.78	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1765	3449	140	1783	3557	1591	196	847	688	931	596	125
Grp Volume(v), veh/h	4	200	209	58	473	68	78	0	0	79	0	0
Grp Sat Flow(s),veh/h/ln	1765	1761	1829	1783	1778	1591	1731	0	0	1652	0	0
Q Serve(g_s), s	0.1	3.4	3.4	0.7	3.6	1.0	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.1	3.4	3.4	0.7	3.6	1.0	4.5	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.08	1.00		1.00	0.17		0.40	0.59		0.08
Lane Grp Cap(c), veh/h	717	1313	1364	835	2772	1240	149	0	0	159	0	0
V/C Ratio(X)	0.01	0.15	0.15	0.07	0.17	0.05	0.52	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	884	1313	1364	944	2772	1240	580	0	0	556	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.3	3.8	3.8	2.4	2.9	2.7	48.3	0.0	0.0	48.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.1	0.1	2.8	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.8	0.3	1.8	0.5	2.3	0.0	0.0	2.4	0.0	0.0
LnGrp Delay(d),s/veh	3.3	4.1	4.1	2.4	3.1	2.8	51.1	0.0	0.0	50.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		413			599			78			79	
Approach Delay, s/veh		4.1			3.0			51.1			50.7	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	87.8		12.1	8.6	84.3		12.1
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5
Max Green Setting (Gmax), s	10.5	44.0		34.5	10.5	44.0		34.5
Max Q Clear Time (g_c+I1), s	2.1	5.6		6.5	2.7	5.4		6.8
Green Ext Time (p_c), s	0.0	10.3		0.6	0.1	10.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	132	436	268	30	389	58	72	175	164	380	150	44
Future Volume (veh/h)	132	436	268	30	389	58	72	175	164	380	150	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1825	1825	1825	1853	1853	1853	1881	1881	1881	1872	1872	1872
Adj Flow Rate, veh/h	145	479	0	33	427	0	79	192	0	418	165	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	2	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	581	1834	820	542	1775	794	264	289	129	503	616	275
Arrive On Green	0.06	0.53	0.00	0.04	0.50	0.00	0.05	0.08	0.00	0.15	0.17	0.00
Sat Flow, veh/h	1739	3468	1552	1765	3522	1575	1792	3575	1599	3459	3557	1591
Grp Volume(v), veh/h	145	479	0	33	427	0	79	192	0	418	165	0
Grp Sat Flow(s),veh/h/ln	1739	1734	1552	1765	1761	1575	1792	1787	1599	1729	1778	1591
Q Serve(g_s), s	4.2	7.9	0.0	0.9	7.2	0.0	4.2	5.5	0.0	12.3	4.2	0.0
Cycle Q Clear(g_c), s	4.2	7.9	0.0	0.9	7.2	0.0	4.2	5.5	0.0	12.3	4.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	581	1834	820	542	1775	794	264	289	129	503	616	275
V/C Ratio(X)	0.25	0.26	0.00	0.06	0.24	0.00	0.30	0.66	0.00	0.83	0.27	0.00
Avail Cap(c_a), veh/h	725	1834	820	648	1775	794	339	647	289	659	982	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.2	13.5	0.0	11.5	14.7	0.0	41.2	46.9	0.0	43.6	37.6	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.3	0.0	0.2	2.6	0.0	6.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.9	0.0	0.4	3.6	0.0	2.1	2.8	0.0	6.4	2.1	0.0
LnGrp Delay(d),s/veh	11.3	13.9	0.0	11.5	15.0	0.0	41.4	49.5	0.0	50.5	37.8	0.0
LnGrp LOS	B	B		B	B		D	D		D	D	
Approach Vol, veh/h		624			460			271			583	
Approach Delay, s/veh		13.3			14.8			47.1			46.9	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	14.5	8.7	61.5	10.6	24.2	11.3	58.9
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	20.0	19.0	10.0	34.0	10.0	29.0	15.0	29.0
Max Q Clear Time (g_c+I1), s	14.3	7.5	2.9	9.9	6.2	6.2	6.2	9.2
Green Ext Time (p_c), s	0.9	1.0	0.0	4.1	0.0	1.3	0.2	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	20	40	35	85	90	25	10	175	25	15	160	5
Future Volume (veh/h)	20	40	35	85	90	25	10	175	25	15	160	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1890	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	22	43	38	92	98	27	11	190	27	16	174	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	486	183	162	519	280	77	580	826	116	557	921	26
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1267	918	811	1305	1400	386	1206	3134	439	1154	3496	100
Grp Volume(v), veh/h	22	0	81	92	0	125	11	107	110	16	87	92
Grp Sat Flow(s),veh/h/ln	1267	0	1729	1305	0	1785	1206	1778	1795	1154	1761	1836
Q Serve(g_s), s	0.4	0.0	0.9	1.5	0.0	1.4	0.2	1.1	1.1	0.3	0.9	0.9
Cycle Q Clear(g_c), s	1.8	0.0	0.9	2.4	0.0	1.4	1.1	1.1	1.1	1.4	0.9	0.9
Prop In Lane	1.00		0.47	1.00		0.22	1.00		0.24	1.00		0.05
Lane Grp Cap(c), veh/h	486	0	345	519	0	357	580	469	473	557	464	484
V/C Ratio(X)	0.05	0.00	0.23	0.18	0.00	0.35	0.02	0.23	0.23	0.03	0.19	0.19
Avail Cap(c_a), veh/h	1266	0	1410	1323	0	1456	1221	1413	1425	1170	1399	1458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	7.8	8.8	0.0	8.0	7.1	6.7	6.7	7.3	6.6	6.6
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.2	0.0	0.6	0.0	0.5	0.5	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.5	0.6	0.0	0.8	0.1	0.6	0.6	0.1	0.5	0.5
LnGrp Delay(d),s/veh	8.8	0.0	8.2	9.0	0.0	8.6	7.1	7.2	7.3	7.3	7.1	7.1
LnGrp LOS	A		A	A		A	A	A	A	A	A	A
Approach Vol, veh/h		103			217			228			195	
Approach Delay, s/veh		8.3			8.8			7.2			7.1	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		12.6		10.7		12.6		10.7
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0
Max Green Setting (Gmax), s		18.5		19.0		18.5		19.0
Max Q Clear Time (g_c+I1), s		3.1		3.8		3.4		4.4
Green Ext Time (p_c), s		2.8		0.9		2.8		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	25	10	70	15	100	35	120	85	85	180	25
Future Volume (veh/h)	10	25	10	70	15	100	35	120	85	85	180	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1872	1853	1853	1890	1881	1881	1919	1844	1844	1881
Adj Flow Rate, veh/h	11	27	0	76	16	109	38	130	92	92	196	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	335	285	365	37	251	692	780	516	713	1319	179
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.18	0.06	0.38	0.38	0.11	0.43	0.43
Sat Flow, veh/h	1267	1872	1591	1371	206	1401	1792	2064	1364	1756	3100	421
Grp Volume(v), veh/h	11	27	0	76	0	125	38	111	111	92	110	113
Grp Sat Flow(s),veh/h/ln	1267	1872	1591	1371	0	1606	1792	1787	1641	1756	1752	1770
Q Serve(g_s), s	0.4	0.6	0.0	2.6	0.0	3.7	0.6	2.2	2.4	1.5	2.0	2.1
Cycle Q Clear(g_c), s	4.1	0.6	0.0	3.2	0.0	3.7	0.6	2.2	2.4	1.5	2.0	2.1
Prop In Lane	1.00		1.00	1.00		0.87	1.00		0.83	1.00		0.24
Lane Grp Cap(c), veh/h	275	335	285	365	0	288	692	676	620	713	745	753
V/C Ratio(X)	0.04	0.08	0.00	0.21	0.00	0.43	0.05	0.16	0.18	0.13	0.15	0.15
Avail Cap(c_a), veh/h	994	1398	1188	1143	0	1199	1067	1469	1349	998	1440	1455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	18.1	0.0	19.4	0.0	19.3	8.4	10.9	11.0	7.3	9.3	9.3
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.4	0.0	1.5	0.0	0.1	0.1	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	1.0	0.0	1.7	0.3	1.1	1.1	0.7	1.0	1.0
LnGrp Delay(d),s/veh	21.2	18.2	0.0	19.8	0.0	20.8	8.4	11.0	11.1	7.4	9.4	9.4
LnGrp LOS	C	B		B		C	A	B	B	A	A	A
Approach Vol, veh/h		38			201			260			315	
Approach Delay, s/veh		19.1			20.4			10.7			8.8	
Approach LOS		B			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.4	26.5		15.0	8.9	29.0		15.0
Change Period (Y+Rc), s	5.5	6.5		5.5	5.5	6.5		5.5
Max Green Setting (Gmax), s	14.5	43.5		39.5	14.5	43.5		39.5
Max Q Clear Time (g_c+I1), s	3.5	4.4		6.1	2.6	4.1		5.7
Green Ext Time (p_c), s	0.3	1.7		1.6	0.1	1.7		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	109	730	29	6	715	97	9	2	22	128	9	138
Future Volume (veh/h)	109	730	29	6	715	97	9	2	22	128	9	138
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1881	1881	1919	1872	1872	1910
Adj Flow Rate, veh/h	112	753	30	6	737	100	9	2	23	132	9	142
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	2	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	498	2594	103	520	2003	272	120	16	183	454	12	186
Arrive On Green	0.04	0.74	0.74	0.64	0.64	0.64	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1783	3487	139	691	3148	427	1244	129	1489	2691	96	1510
Grp Volume(v), veh/h	112	384	399	6	416	421	9	0	25	132	0	151
Grp Sat Flow(s),veh/h/ln	1783	1778	1848	691	1778	1797	1244	0	1619	1346	0	1606
Q Serve(g_s), s	1.8	6.3	6.4	0.3	10.0	10.0	0.6	0.0	1.2	4.1	0.0	8.2
Cycle Q Clear(g_c), s	1.8	6.3	6.4	0.3	10.0	10.0	8.8	0.0	1.2	5.4	0.0	8.2
Prop In Lane	1.00		0.08	1.00		0.24	1.00		0.92	1.00		0.94
Lane Grp Cap(c), veh/h	498	1323	1374	520	1131	1143	120	0	199	454	0	197
V/C Ratio(X)	0.22	0.29	0.29	0.01	0.37	0.37	0.08	0.00	0.13	0.29	0.00	0.77
Avail Cap(c_a), veh/h	603	1323	1374	520	1131	1143	298	0	432	841	0	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	3.8	3.8	6.0	7.8	7.8	42.5	0.0	35.2	37.6	0.0	38.2
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	0.9	0.9	0.2	0.0	0.2	0.3	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.3	3.4	0.1	5.1	5.2	0.2	0.0	0.6	1.6	0.0	3.9
LnGrp Delay(d),s/veh	5.5	4.2	4.2	6.0	8.7	8.7	42.7	0.0	35.4	37.8	0.0	42.8
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		895			843			34			283	
Approach Delay, s/veh		4.4			8.7			37.3			40.5	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.7	63.3		17.1		72.9		17.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	39.0		24.0		54.0		24.0
Max Q Clear Time (g_c+I1), s	3.8	12.0		10.8		8.4		10.2
Green Ext Time (p_c), s	0.1	10.2		0.9		11.7		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	85	21	25	97	368	7	195	69	309	158	256
Future Volume (veh/h)	156	85	21	25	97	368	7	195	69	309	158	256
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1890	1853	1853	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	164	89	22	26	102	387	7	205	0	325	166	269
Adj No. of Lanes	2	1	0	0	1	2	1	2	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	150	37	78	306	964	231	419	187	495	671	570
Arrive On Green	0.10	0.10	0.10	0.21	0.21	0.21	0.12	0.12	0.00	0.14	0.36	0.36
Sat Flow, veh/h	3407	1429	353	373	1462	2773	940	3504	1568	3584	1881	1599
Grp Volume(v), veh/h	164	0	111	128	0	387	7	205	0	325	166	269
Grp Sat Flow(s),veh/h/ln	1704	0	1782	1835	0	1386	940	1752	1568	1792	1881	1599
Q Serve(g_s), s	2.7	0.0	3.6	3.6	0.0	6.4	0.4	3.3	0.0	5.2	3.8	7.9
Cycle Q Clear(g_c), s	2.7	0.0	3.6	3.6	0.0	6.4	0.4	3.3	0.0	5.2	3.8	7.9
Prop In Lane	1.00		0.20	0.20		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	357	0	187	384	0	964	231	419	187	495	671	570
V/C Ratio(X)	0.46	0.00	0.59	0.33	0.00	0.40	0.03	0.49	0.00	0.66	0.25	0.47
Avail Cap(c_a), veh/h	1318	0	689	997	0	1890	560	1644	735	2301	2292	1948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	26.0	20.4	0.0	15.0	23.7	25.0	0.0	24.8	13.8	15.1
Incr Delay (d2), s/veh	0.7	0.0	2.2	0.9	0.0	0.5	0.0	0.7	0.0	1.1	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.9	1.9	0.0	2.5	0.1	1.6	0.0	2.6	2.0	3.5
LnGrp Delay(d),s/veh	26.2	0.0	28.2	21.3	0.0	15.5	23.8	25.7	0.0	25.9	13.9	15.6
LnGrp LOS	C		C	C		B	C	C		C	B	B
Approach Vol, veh/h		275			515			212			760	
Approach Delay, s/veh		27.0			16.9			25.6			19.6	
Approach LOS		C			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.4	13.8		12.9		28.2		19.7
Change Period (Y+Rc), s	6.0	6.5		6.5		* 6.5		7.0
Max Green Setting (Gmax), s	39.0	28.5		23.5		* 74		33.0
Max Q Clear Time (g_c+I1), s	7.2	5.3		5.6		9.9		8.4
Green Ext Time (p_c), s	1.2	2.1		0.8		2.2		4.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	194	202	19	237	166	32
Future Volume (veh/h)	194	202	19	237	166	32
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1844	1844
Adj Flow Rate, veh/h	211	0	21	258	180	0
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1689	756	706	2205	246	219
Arrive On Green	0.48	0.00	0.03	0.62	0.14	0.00
Sat Flow, veh/h	3614	1575	1783	3651	1756	1568
Grp Volume(v), veh/h	211	0	21	258	180	0
Grp Sat Flow(s),veh/h/ln	1761	1575	1783	1778	1756	1568
Q Serve(g_s), s	1.7	0.0	0.3	1.5	5.1	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.3	1.5	5.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1689	756	706	2205	246	219
V/C Ratio(X)	0.12	0.00	0.03	0.12	0.73	0.00
Avail Cap(c_a), veh/h	2942	1316	1312	4679	978	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.5	0.0	5.6	4.1	21.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.1	0.8	2.8	0.0
LnGrp Delay(d),s/veh	7.5	0.0	5.6	4.1	26.5	0.0
LnGrp LOS	A		A	A	C	
Approach Vol, veh/h	211			279	180	
Approach Delay, s/veh	7.5			4.2	26.5	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.3	31.5		13.3		38.8		
Change Period (Y+Rc), s	6.0	6.5		6.0		6.5		
Max Green Setting (Gmax), s	19.0	43.5		29.0		68.5		
Max Q Clear Time (g_c+I1), s	2.3	3.7		7.1		3.5		
Green Ext Time (p_c), s	0.0	2.6		0.8		2.7		

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	326	0	0	356	76	0	0	0	101	0	146
Future Volume (veh/h)	114	326	0	0	356	76	0	0	0	101	0	146
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1881	1844	1844	1853	1853	1890
Adj Flow Rate, veh/h	119	340	0	0	371	79	0	0	0	105	0	152
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	498	1815	0	204	825	174	0	276	234	468	0	235
Arrive On Green	0.07	0.51	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1783	3651	0	1036	2911	613	0	1844	1568	1765	0	1575
Grp Volume(v), veh/h	119	340	0	0	224	226	0	0	0	105	0	152
Grp Sat Flow(s),veh/h/ln	1783	1778	0	1036	1770	1754	0	1844	1568	1765	0	1575
Q Serve(g_s), s	1.5	1.8	0.0	0.0	3.7	3.7	0.0	0.0	0.0	1.9	0.0	3.2
Cycle Q Clear(g_c), s	1.5	1.8	0.0	0.0	3.7	3.7	0.0	0.0	0.0	1.9	0.0	3.2
Prop In Lane	1.00		0.00	1.00		0.35	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	1815	0	204	502	498	0	276	234	468	0	235
V/C Ratio(X)	0.24	0.19	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.22	0.00	0.65
Avail Cap(c_a), veh/h	1104	9985	0	2232	3964	3930	0	1516	1289	1656	0	1296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.1	4.7	0.0	0.0	10.4	10.4	0.0	0.0	0.0	13.6	0.0	14.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.9	0.0	0.0	1.8	1.8	0.0	0.0	0.0	0.9	0.0	1.5
LnGrp Delay(d),s/veh	7.2	4.7	0.0	0.0	10.6	10.6	0.0	0.0	0.0	13.7	0.0	15.2
LnGrp LOS	A	A			B	B				B		B
Approach Vol, veh/h		459			450			0			257	
Approach Delay, s/veh		5.3			10.6			0.0			14.6	
Approach LOS		A			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.0	16.0		11.3		24.0		11.3
Change Period (Y+Rc), s	5.5	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	14.5	79.0		29.0		99.0		29.0
Max Q Clear Time (g_c+I1), s	3.5	5.7		0.0		3.8		5.2
Green Ext Time (p_c), s	0.1	1.8		0.0		1.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	2	59	4	3	0	42	189	8	4	240	152
Future Volume (veh/h)	133	2	59	4	3	0	42	189	8	4	240	152
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1863	1863	1900	1872	1872	1910
Adj Flow Rate, veh/h	143	2	63	4	3	0	45	203	9	4	258	163
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	8	240	20	21	0	298	820	36	491	314	199
Arrive On Green	0.15	0.15	0.15	0.01	0.01	0.00	0.05	0.46	0.46	0.29	0.29	0.29
Sat Flow, veh/h	1783	49	1549	1774	1863	0	1774	1770	78	1171	1074	678
Grp Volume(v), veh/h	143	0	65	4	3	0	45	0	212	4	0	421
Grp Sat Flow(s),veh/h/ln	1783	0	1599	1774	1863	0	1774	0	1849	1171	0	1752
Q Serve(g_s), s	3.6	0.0	1.7	0.1	0.1	0.0	0.8	0.0	3.4	0.1	0.0	10.9
Cycle Q Clear(g_c), s	3.6	0.0	1.7	0.1	0.1	0.0	0.8	0.0	3.4	0.1	0.0	10.9
Prop In Lane	1.00		0.97	1.00		0.00	1.00		0.04	1.00		0.39
Lane Grp Cap(c), veh/h	276	0	248	20	21	0	298	0	856	491	0	513
V/C Ratio(X)	0.52	0.00	0.26	0.20	0.14	0.00	0.15	0.00	0.25	0.01	0.00	0.82
Avail Cap(c_a), veh/h	1065	0	955	694	729	0	544	0	1867	968	0	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	18.1	23.8	23.8	0.0	11.3	0.0	7.9	12.2	0.0	16.0
Incr Delay (d2), s/veh	1.5	0.0	0.6	4.9	3.1	0.0	0.1	0.0	0.1	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.8	0.1	0.1	0.0	0.4	0.0	1.7	0.0	0.0	5.3
LnGrp Delay(d),s/veh	20.3	0.0	18.6	28.7	26.9	0.0	11.4	0.0	8.0	12.2	0.0	17.3
LnGrp LOS	C		B	C	C		B		A	B		B
Approach Vol, veh/h		208			7			257			425	
Approach Delay, s/veh		19.8			27.9			8.6			17.2	
Approach LOS		B			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.3	20.2		6.5		28.5		13.5
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	34.0		19.0		49.0		29.0
Max Q Clear Time (g_c+I1), s	2.8	12.9		2.1		5.4		5.6
Green Ext Time (p_c), s	0.0	1.3		0.0		1.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	13	41	4	23	7	256	48	12	323	11
Future Volume (veh/h)	3	4	13	41	4	23	7	256	48	12	323	11
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1891	1928	1835	1835	1872	1835	1835	1872	1919	1919	1957
Adj Flow Rate, veh/h	3	4	14	44	4	25	8	275	52	13	347	12
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	20	71	297	18	110	327	426	81	349	543	19
Arrive On Green	0.00	0.06	0.06	0.03	0.08	0.08	0.01	0.28	0.28	0.02	0.29	0.29
Sat Flow, veh/h	1801	369	1293	1747	220	1373	1747	1501	284	1827	1844	64
Grp Volume(v), veh/h	3	0	18	44	0	29	8	0	327	13	0	359
Grp Sat Flow(s),veh/h/ln	1801	0	1662	1747	0	1593	1747	0	1785	1827	0	1907
Q Serve(g_s), s	0.1	0.0	0.4	0.9	0.0	0.7	0.1	0.0	6.3	0.2	0.0	6.4
Cycle Q Clear(g_c), s	0.1	0.0	0.4	0.9	0.0	0.7	0.1	0.0	6.3	0.2	0.0	6.4
Prop In Lane	1.00		0.78	1.00		0.86	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	269	0	92	297	0	128	327	0	507	349	0	562
V/C Ratio(X)	0.01	0.00	0.20	0.15	0.00	0.23	0.02	0.00	0.65	0.04	0.00	0.64
Avail Cap(c_a), veh/h	1161	0	1235	1118	0	1183	719	0	2445	739	0	2613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	17.6	16.8	0.0	16.8	10.3	0.0	12.3	10.1	0.0	12.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.2	0.0	0.3	0.0	0.0	1.4	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.4	0.0	0.3	0.1	0.0	3.3	0.1	0.0	3.5
LnGrp Delay(d),s/veh	17.3	0.0	18.0	17.0	0.0	17.1	10.3	0.0	13.6	10.1	0.0	13.2
LnGrp LOS	B		B	B		B	B		B	B		B
Approach Vol, veh/h		21			73			335			372	
Approach Delay, s/veh		17.9			17.1			13.6			13.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	9.1	6.7	17.6	6.6	8.2	6.2	18.0
Change Period (Y+Rc), s	5.5	6.0	6.0	6.5	5.5	6.0	6.0	6.5
Max Green Setting (Gmax), s	19.5	29.0	9.0	53.5	19.5	29.0	9.0	53.5
Max Q Clear Time (g_c+I1), s	2.1	2.7	2.2	8.3	2.9	2.4	2.1	8.4
Green Ext Time (p_c), s	0.0	0.1	0.0	2.8	0.1	0.1	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	40	10	10	30	5	5	10	5	10	20	15
Future Volume (veh/h)	15	40	10	10	30	5	5	10	5	10	20	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1910	1872	1910	1900	1863	1900
Adj Flow Rate, veh/h	16	43	11	11	33	5	5	11	5	11	22	16
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	508	113	220	555	74	182	302	112	175	262	151
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	232	1226	272	227	1339	178	202	1113	411	181	966	556
Grp Volume(v), veh/h	70	0	0	49	0	0	21	0	0	49	0	0
Grp Sat Flow(s),veh/h/ln	1730	0	0	1744	0	0	1726	0	0	1703	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.6	0.0	0.0	0.3	0.0	0.0	0.7	0.0	0.0
Prop In Lane	0.23		0.16	0.22		0.10	0.24		0.24	0.22		0.33
Lane Grp Cap(c), veh/h	843	0	0	848	0	0	596	0	0	588	0	0
V/C Ratio(X)	0.08	0.00	0.00	0.06	0.00	0.00	0.04	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	843	0	0	848	0	0	596	0	0	588	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	0.0	6.2	0.0	0.0	9.4	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	6.4	0.0	0.0	6.3	0.0	0.0	9.5	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A			A			A			A		
Approach Vol, veh/h		70			49			21			49	
Approach Delay, s/veh		6.4			6.3			9.5			9.8	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.0		20.0		15.0		20.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		9.5		14.5		9.5		14.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	392	20	14	363	0	25	5	13	0	3	2
Future Volume (veh/h)	2	392	20	14	363	0	25	5	13	0	3	2
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1909	1909	1948	1872	1872	1910	1910	1872	1910	1862	1825	1862
Adj Flow Rate, veh/h	2	431	22	15	399	0	27	5	14	0	3	2
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	583	1036	53	534	1076	0	295	66	116	0	256	171
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.00	0.25	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	1006	1801	92	939	1872	0	800	264	466	0	1023	682
Grp Volume(v), veh/h	2	0	453	15	399	0	46	0	0	0	0	5
Grp Sat Flow(s),veh/h/ln	1006	0	1893	939	1872	0	1530	0	0	0	0	1705
Q Serve(g_s), s	0.1	0.0	8.0	0.5	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	7.0	0.0	8.0	8.6	6.9	0.0	1.2	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.05	1.00		0.00	0.59		0.30	0.00		0.40
Lane Grp Cap(c), veh/h	583	0	1089	534	1076	0	478	0	0	0	0	426
V/C Ratio(X)	0.00	0.00	0.42	0.03	0.37	0.00	0.10	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	583	0	1089	534	1076	0	478	0	0	0	0	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	7.1	9.5	6.9	0.0	17.3	0.0	0.0	0.0	0.0	16.9
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.1	1.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.5	0.2	3.8	0.0	0.6	0.0	0.0	0.0	0.0	0.1
LnGrp Delay(d),s/veh	8.8	0.0	8.3	9.6	7.9	0.0	17.7	0.0	0.0	0.0	0.0	17.0
LnGrp LOS	A		A	A	A		B					B
Approach Vol, veh/h		455			414			46			5	
Approach Delay, s/veh		8.3			7.9			17.7			17.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0
Max Green Setting (Gmax), s		34.5		15.0		34.5		15.0
Max Q Clear Time (g_c+I1), s		10.0		3.2		10.6		2.1
Green Ext Time (p_c), s		8.5		0.1		8.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	225	124	24	184	70	159	286	38	95	283	49
Future Volume (veh/h)	29	225	124	24	184	70	159	286	38	95	283	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	32	250	138	27	204	78	177	318	42	106	314	54
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	383	212	237	441	168	570	591	78	573	562	97
Arrive On Green	0.34	0.34	0.34	0.68	0.68	0.68	0.24	0.73	0.73	0.24	0.73	0.73
Sat Flow, veh/h	1087	1124	620	997	1291	494	1783	1620	214	1765	1542	265
Grp Volume(v), veh/h	32	0	388	27	0	282	177	0	360	106	0	368
Grp Sat Flow(s),veh/h/ln	1087	0	1744	997	0	1785	1783	0	1834	1765	0	1807
Q Serve(g_s), s	1.9	0.0	16.0	1.7	0.0	6.2	4.7	0.0	7.4	2.6	0.0	7.9
Cycle Q Clear(g_c), s	8.1	0.0	16.0	17.7	0.0	6.2	4.7	0.0	7.4	2.6	0.0	7.9
Prop In Lane	1.00		0.36	1.00		0.28	1.00		0.12	1.00		0.15
Lane Grp Cap(c), veh/h	376	0	595	237	0	609	570	0	669	573	0	659
V/C Ratio(X)	0.09	0.00	0.65	0.11	0.00	0.46	0.31	0.00	0.54	0.18	0.00	0.56
Avail Cap(c_a), veh/h	376	0	595	237	0	609	570	0	669	573	0	659
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	23.7	17.6	0.0	9.9	11.3	0.0	8.3	10.8	0.0	8.4
Incr Delay (d2), s/veh	0.4	0.0	5.5	1.0	0.0	2.5	1.4	0.0	3.1	0.7	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.6	0.5	0.0	3.3	2.4	0.0	4.1	1.3	0.0	4.4
LnGrp Delay(d),s/veh	23.9	0.0	29.2	18.6	0.0	12.4	12.7	0.0	11.4	11.5	0.0	11.8
LnGrp LOS	C		C	B		B	B		B	B		B
Approach Vol, veh/h		420			309			537			474	
Approach Delay, s/veh		28.8			12.9			11.8			11.7	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	36.0		34.0	15.0	36.0		34.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	10.0	31.0		29.0	10.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	0.0	0.0		0.0	0.0	0.0		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	404	3	13	285	7	2	2	12	4	0	2
Future Volume (veh/h)	6	404	3	13	285	7	2	2	12	4	0	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1872	1872	1910	1938	1900	1938	1928	1891	1928
Adj Flow Rate, veh/h	7	459	3	15	324	8	2	2	14	5	0	2
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	851	1391	9	753	1382	34	74	14	72	150	15	25
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.06	0.06	0.06	0.06	0.00	0.06
Sat Flow, veh/h	1033	1830	12	931	1819	45	123	241	1272	829	266	438
Grp Volume(v), veh/h	7	0	462	15	0	332	18	0	0	7	0	0
Grp Sat Flow(s),veh/h/ln	1033	0	1842	931	0	1864	1636	0	0	1533	0	0
Q Serve(g_s), s	0.1	0.0	4.8	0.3	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	4.8	5.1	0.0	3.1	0.6	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.02	0.11		0.78	0.71		0.29
Lane Grp Cap(c), veh/h	851	0	1400	753	0	1417	160	0	0	190	0	0
V/C Ratio(X)	0.01	0.00	0.33	0.02	0.00	0.23	0.11	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	851	0	1400	753	0	1417	729	0	0	704	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.98	0.00	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.6	0.0	2.3	3.1	0.0	2.1	27.0	0.0	0.0	26.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	0.4	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.7	0.1	0.0	1.7	0.3	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	2.6	0.0	2.9	3.2	0.0	2.5	27.2	0.0	0.0	26.9	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		469			347			18			7	
Approach Delay, s/veh		2.9			2.5			27.2			26.9	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		51.1		8.9		51.1		8.9
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		24.5		24.5		24.5		24.5
Max Q Clear Time (g_c+I1), s		6.8		2.2		7.1		2.6
Green Ext Time (p_c), s		2.6		0.0		2.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	3.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	436	14	7	296	66	13	9	4	72	21	6
Future Volume (veh/h)	9	436	14	7	296	66	13	9	4	72	21	6
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1853	1852	1816	1852	1919	1881	1919
Adj Flow Rate, veh/h	10	507	16	8	344	77	15	10	5	84	24	7
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	857	1484	47	718	1524	1295	106	64	25	156	31	9
Arrive On Green	0.82	0.82	0.82	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	967	1805	57	871	1853	1575	649	706	271	1119	339	94
Grp Volume(v), veh/h	10	0	523	8	344	77	30	0	0	115	0	0
Grp Sat Flow(s),veh/h/ln	967	0	1862	871	1853	1575	1627	0	0	1552	0	0
Q Serve(g_s), s	0.2	0.0	8.0	0.1	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	8.0	8.1	0.0	0.0	1.8	0.0	0.0	8.3	0.0	0.0
Prop In Lane	1.00		0.03	1.00		1.00	0.50		0.17	0.73		0.06
Lane Grp Cap(c), veh/h	857	0	1531	718	1524	1295	195	0	0	195	0	0
V/C Ratio(X)	0.01	0.00	0.34	0.01	0.23	0.06	0.15	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	857	0	1531	718	1524	1295	450	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	0.99	0.99	0.99	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.8	0.0	2.5	0.3	0.0	0.0	48.3	0.0	0.0	51.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.3	0.1	0.4	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.3	0.0	0.1	0.0	0.9	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	1.9	0.0	3.1	0.4	0.3	0.1	48.7	0.0	0.0	53.9	0.0	0.0
LnGrp LOS	A		A	A	A	A	D			D		
Approach Vol, veh/h		533			429			30			115	
Approach Delay, s/veh		3.1			0.3			48.7			53.9	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		99.5		15.5		99.5		15.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		75.0		30.0		75.0		30.0
Max Q Clear Time (g_c+I1), s		10.0		3.8		10.1		10.3
Green Ext Time (p_c), s		4.7		0.5		4.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	61	55	69	50	34	36	315	32	25	301	14
Future Volume (veh/h)	8	61	55	69	50	34	36	315	32	25	301	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	9	70	63	79	57	39	41	362	37	29	346	16
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	297	267	428	342	234	649	924	94	625	972	45
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1288	900	810	1258	1037	710	1021	1671	171	977	1758	81
Grp Volume(v), veh/h	9	0	133	79	0	96	41	0	399	29	0	362
Grp Sat Flow(s),veh/h/ln	1288	0	1710	1258	0	1747	1021	0	1842	977	0	1839
Q Serve(g_s), s	0.4	0.0	4.8	4.1	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	4.8	8.9	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.41	1.00		0.09	1.00		0.04
Lane Grp Cap(c), veh/h	459	0	563	428	0	575	649	0	1018	625	0	1017
V/C Ratio(X)	0.02	0.00	0.24	0.18	0.00	0.17	0.06	0.00	0.39	0.05	0.00	0.36
Avail Cap(c_a), veh/h	459	0	563	428	0	575	649	0	1018	625	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	20.7	24.0	0.0	20.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.9	0.0	0.6	0.2	0.0	1.1	0.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.4	1.5	0.0	1.7	0.0	0.0	0.3	0.0	0.0	0.3
LnGrp Delay(d),s/veh	21.6	0.0	21.7	24.9	0.0	20.8	0.2	0.0	1.1	0.1	0.0	1.0
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		142			175			440			391	
Approach Delay, s/veh		21.7			22.7			1.0			0.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		33.0		52.0		33.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		47.0		28.0		47.0		28.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	28	22	8	18	28	5	341	26	25	324	19
Future Volume (veh/h)	13	28	22	8	18	28	5	341	26	25	324	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1919	1881	1919	1881	1881	1919	1853	1853	1890
Adj Flow Rate, veh/h	14	31	24	9	20	31	6	379	29	28	360	21
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	253	172	92	194	254	569	1015	78	655	1020	60
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	1.00	1.00	1.00	0.59	0.59	0.59
Sat Flow, veh/h	235	860	584	149	659	864	1008	1726	132	969	1734	101
Grp Volume(v), veh/h	69	0	0	60	0	0	6	0	408	28	0	381
Grp Sat Flow(s),veh/h/ln	1679	0	0	1671	0	0	1008	0	1858	969	0	1836
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	1.0	0.0	9.2
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.2	0.0	0.0	9.3	0.0	0.0	1.0	0.0	9.2
Prop In Lane	0.20		0.35	0.15		0.52	1.00		0.07	1.00		0.06
Lane Grp Cap(c), veh/h	545	0	0	540	0	0	569	0	1093	655	0	1080
V/C Ratio(X)	0.13	0.00	0.00	0.11	0.00	0.00	0.01	0.00	0.37	0.04	0.00	0.35
Avail Cap(c_a), veh/h	545	0	0	540	0	0	569	0	1093	655	0	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	21.9	0.0	0.0	0.8	0.0	0.0	7.4	0.0	9.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.0	0.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.3	0.3	0.0	4.8
LnGrp Delay(d),s/veh	22.5	0.0	0.0	22.4	0.0	0.0	0.9	0.0	1.0	7.5	0.0	10.0
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		69			60			414			409	
Approach Delay, s/veh		22.5			22.4			1.0			9.8	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		30.0		55.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	600	135	115	485	120	165
Future Volume (veh/h)	600	135	115	485	120	165
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1938	1844	1844	1853	1853
Adj Flow Rate, veh/h	652	147	125	527	130	179
Adj No. of Lanes	2	0	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1961	442	602	2692	232	288
Arrive On Green	1.00	1.00	0.05	0.77	0.13	0.13
Sat Flow, veh/h	3024	660	1756	3596	1765	1575
Grp Volume(v), veh/h	401	398	125	527	130	179
Grp Sat Flow(s),veh/h/ln	1805	1784	1756	1752	1765	1575
Q Serve(g_s), s	0.0	0.0	2.3	4.7	7.9	12.0
Cycle Q Clear(g_c), s	0.0	0.0	2.3	4.7	7.9	12.0
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1208	1194	602	2692	232	288
V/C Ratio(X)	0.33	0.33	0.21	0.20	0.56	0.62
Avail Cap(c_a), veh/h	1208	1194	733	2692	453	485
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.3	3.6	46.8	43.3
Incr Delay (d2), s/veh	0.6	0.6	0.1	0.0	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	1.1	2.3	4.0	10.5
LnGrp Delay(d),s/veh	0.6	0.6	4.3	3.7	48.9	45.5
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	799			652	309	
Approach Delay, s/veh	0.6			3.8	46.9	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	11.4	83.0		20.6		94.4		
Change Period (Y+Rc), s	5.5	6.0		5.5		6.0		
Max Green Setting (Gmax), s	14.5	54.0		29.5		74.0		
Max Q Clear Time (g_c+I1), s	4.3	2.0		14.0		6.7		
Green Ext Time (p_c), s	0.1	11.6		1.1		11.9		

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	30	30	80	20	20	35	280	40	42	255	5
Future Volume (veh/h)	20	30	30	80	20	20	35	280	40	42	255	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1900	1863	1900	1853	1853	1890	1910	1872	1910
Adj Flow Rate, veh/h	22	33	33	87	22	22	38	304	43	46	277	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	97	78	223	41	32	934	1117	158	189	1083	19
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	277	802	648	976	336	265	1087	1589	225	167	1540	26
Grp Volume(v), veh/h	88	0	0	131	0	0	38	0	347	328	0	0
Grp Sat Flow(s),veh/h/ln	1727	0	0	1577	0	0	1087	0	1814	1733	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	4.3	0.0	0.0	0.4	0.0	4.0	3.6	0.0	0.0
Prop In Lane	0.25		0.37	0.66		0.17	1.00		0.12	0.14		0.02
Lane Grp Cap(c), veh/h	288	0	0	296	0	0	934	0	1275	1290	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.44	0.00	0.00	0.04	0.00	0.27	0.25	0.00	0.00
Avail Cap(c_a), veh/h	944	0	0	880	0	0	934	0	1275	1290	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.1	0.0	0.0	23.7	0.0	0.0	2.6	0.0	3.1	3.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.0	0.0	0.0	0.1	0.0	0.5	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.1	0.0	0.0	0.2	0.0	2.1	2.0	0.0	0.0
LnGrp Delay(d),s/veh	23.7	0.0	0.0	24.8	0.0	0.0	2.6	0.0	3.6	3.5	0.0	0.0
LnGrp LOS	C			C			A		A	A		
Approach Vol, veh/h		88			131			385			328	
Approach Delay, s/veh		23.7			24.8			3.5			3.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		11.9		45.0		11.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		30.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		6.0		4.6		5.6		6.3
Green Ext Time (p_c), s		3.3		0.8		3.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	99	21	24	120	36	34	36	28	12	37	8
Future Volume (veh/h)	10	99	21	24	120	36	34	36	28	12	37	8
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1910	1872	1872	1910	1844	1844	1881
Adj Flow Rate, veh/h	10	101	21	24	122	37	35	37	29	12	38	8
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	595	701	146	677	649	197	624	401	314	596	609	128
Arrive On Green	0.94	0.94	0.94	0.47	0.47	0.47	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1216	1489	310	1270	1380	418	1361	974	763	1317	1478	311
Grp Volume(v), veh/h	10	0	122	24	0	159	35	0	66	12	0	46
Grp Sat Flow(s),veh/h/ln	1216	0	1799	1270	0	1798	1361	0	1737	1317	0	1789
Q Serve(g_s), s	0.1	0.0	0.4	0.9	0.0	4.4	1.4	0.0	2.0	0.5	0.0	1.3
Cycle Q Clear(g_c), s	4.5	0.0	0.4	1.3	0.0	4.4	2.7	0.0	2.0	2.5	0.0	1.3
Prop In Lane	1.00		0.17	1.00		0.23	1.00		0.44	1.00		0.17
Lane Grp Cap(c), veh/h	595	0	846	677	0	846	624	0	715	596	0	737
V/C Ratio(X)	0.02	0.00	0.14	0.04	0.00	0.19	0.06	0.00	0.09	0.02	0.00	0.06
Avail Cap(c_a), veh/h	595	0	846	677	0	846	624	0	715	596	0	737
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	1.8	0.0	1.3	12.4	0.0	13.1	15.9	0.0	15.3	16.0	0.0	15.1
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.1	0.0	0.5	0.2	0.0	0.3	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.3	0.0	2.3	0.5	0.0	1.0	0.2	0.0	0.7
LnGrp Delay(d),s/veh	1.9	0.0	1.7	12.5	0.0	13.6	16.1	0.0	15.5	16.1	0.0	15.3
LnGrp LOS	A		A	B		B	B		B	B		B
Approach Vol, veh/h		132			183			101			58	
Approach Delay, s/veh		1.7			13.4			15.7			15.4	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		40.0		45.0		40.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		40.0		35.0		40.0		35.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	63	56	20	62	54	31	13	539	55	25	455	70
Future Volume (veh/h)	63	56	20	62	54	31	13	539	55	25	455	70
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1844	1844	1844	1844	1844	1881	1853	1853	1890
Adj Flow Rate, veh/h	70	62	0	69	60	0	14	599	61	28	506	78
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	202	171	164	198	168	678	2547	259	635	2427	373
Arrive On Green	0.11	0.11	0.00	0.11	0.11	0.00	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	1351	1881	1599	1321	1844	1568	819	3212	327	767	3061	470
Grp Volume(v), veh/h	70	62	0	69	60	0	14	326	334	28	290	294
Grp Sat Flow(s),veh/h/ln	1351	1881	1599	1321	1844	1568	819	1752	1786	767	1761	1770
Q Serve(g_s), s	5.8	3.5	0.0	5.8	3.5	0.0	0.5	5.5	5.5	1.1	4.7	4.7
Cycle Q Clear(g_c), s	9.3	3.5	0.0	9.3	3.5	0.0	5.2	5.5	5.5	6.6	4.7	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.27
Lane Grp Cap(c), veh/h	167	202	171	164	198	168	678	1389	1416	635	1396	1404
V/C Ratio(X)	0.42	0.31	0.00	0.42	0.30	0.00	0.02	0.23	0.24	0.04	0.21	0.21
Avail Cap(c_a), veh/h	310	401	341	304	393	334	678	1389	1416	635	1396	1404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	47.4	0.0	51.7	47.4	0.0	3.6	3.0	3.0	3.9	3.0	3.0
Incr Delay (d2), s/veh	2.4	1.2	0.0	2.4	1.2	0.0	0.1	0.4	0.4	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.9	0.0	2.2	1.8	0.0	0.1	2.8	2.8	0.3	2.4	2.4
LnGrp Delay(d),s/veh	54.0	48.6	0.0	54.1	48.6	0.0	3.7	3.4	3.4	4.0	3.3	3.3
LnGrp LOS	D	D		D	D		A	A	A	A	A	A
Approach Vol, veh/h		132			129			674			612	
Approach Delay, s/veh		51.5			51.6			3.4			3.3	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		17.8		97.2		17.8		97.2
Change Period (Y+Rc), s		5.5		6.0		5.5		6.0
Max Green Setting (Gmax), s		24.5		79.0		24.5		79.0
Max Q Clear Time (g_c+I1), s		11.3		7.5		11.3		8.6
Green Ext Time (p_c), s		1.2		1.1		1.2		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	365	153	265	251	120	371
Future Volume (veh/h)	365	153	265	251	120	371
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1853	1853
Adj Flow Rate, veh/h	372	0	270	256	122	0
Adj No. of Lanes	1	1	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1324	1126	868	3021	189	87
Arrive On Green	0.71	0.00	0.09	0.85	0.06	0.00
Sat Flow, veh/h	1853	1575	1783	3651	3424	1575
Grp Volume(v), veh/h	372	0	270	256	122	0
Grp Sat Flow(s),veh/h/ln	1853	1575	1783	1778	1712	1575
Q Serve(g_s), s	8.2	0.0	3.7	1.3	4.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	3.7	1.3	4.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1324	1126	868	3021	189	87
V/C Ratio(X)	0.28	0.00	0.31	0.08	0.65	0.00
Avail Cap(c_a), veh/h	1324	1126	1015	3021	893	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.97	0.97	0.94	0.00
Uniform Delay (d), s/veh	5.9	0.0	2.8	1.4	53.2	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	1.8	0.7	2.0	0.0
LnGrp Delay(d),s/veh	6.4	0.0	3.0	1.5	56.7	0.0
LnGrp LOS	A		A	A	E	
Approach Vol, veh/h	372			526	122	
Approach Delay, s/veh	6.4			2.3	56.7	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.5	88.2		11.3		103.7		
Change Period (Y+Rc), s	5.5	6.0		5.0		6.0		
Max Green Setting (Gmax), s	19.5	49.0		30.0		74.0		
Max Q Clear Time (g_c+I1), s	5.7	10.2		6.0		3.3		
Green Ext Time (p_c), s	0.9	2.9		0.4		2.9		

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	345	8	2	286	25	3	23	10	36	23	11
Future Volume (veh/h)	15	345	8	2	286	25	3	23	10	36	23	11
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1890	1853	1890	1919	1881	1919	1890	1853	1890
Adj Flow Rate, veh/h	16	375	9	2	311	27	3	25	11	39	25	12
Adj No. of Lanes	1	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	680	1071	26	44	988	85	61	359	147	277	170	72
Arrive On Green	1.00	1.00	1.00	0.59	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1043	1821	44	2	1680	145	53	1221	500	724	579	244
Grp Volume(v), veh/h	16	0	384	340	0	0	39	0	0	76	0	0
Grp Sat Flow(s),veh/h/ln	1043	0	1864	1826	0	0	1774	0	0	1547	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.0	0.0	0.0	1.3	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.02	0.01		0.08	0.08		0.28	0.51		0.16
Lane Grp Cap(c), veh/h	680	0	1097	1117	0	0	567	0	0	519	0	0
V/C Ratio(X)	0.02	0.00	0.35	0.30	0.00	0.00	0.07	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	680	0	1097	1117	0	0	567	0	0	519	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	8.9	0.0	0.0	21.6	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.7	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	4.2	0.0	0.0	0.7	0.0	0.0	1.4	0.0	0.0
LnGrp Delay(d),s/veh	0.1	0.0	0.9	9.6	0.0	0.0	21.9	0.0	0.0	22.7	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		400			340			39			76	
Approach Delay, s/veh		0.8			9.6			21.9			22.7	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		30.0		55.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	22	56	57	19	34	35	444	17	2	421	8
Future Volume (veh/h)	4	22	56	57	19	34	35	444	17	2	421	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1910	1872	1910	1853	1853	1890	1872	1872	1910
Adj Flow Rate, veh/h	4	24	61	62	21	37	38	483	18	2	458	8
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	147	332	274	98	137	625	1044	39	475	1079	19
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.59	0.59	0.59	1.00	1.00	1.00
Sat Flow, veh/h	19	499	1129	714	334	467	918	1776	66	898	1834	32
Grp Volume(v), veh/h	89	0	0	120	0	0	38	0	501	2	0	466
Grp Sat Flow(s),veh/h/ln	1647	0	0	1514	0	0	918	0	1842	898	0	1866
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	1.5	0.0	13.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	4.5	0.0	0.0	1.5	0.0	13.1	13.1	0.0	0.0
Prop In Lane	0.04		0.69	0.52		0.31	1.00		0.04	1.00		0.02
Lane Grp Cap(c), veh/h	529	0	0	510	0	0	625	0	1083	475	0	1098
V/C Ratio(X)	0.17	0.00	0.00	0.24	0.00	0.00	0.06	0.00	0.46	0.00	0.00	0.42
Avail Cap(c_a), veh/h	529	0	0	510	0	0	625	0	1083	475	0	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	22.7	0.0	0.0	7.5	0.0	9.9	1.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.0	0.0	0.2	0.0	1.4	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	2.3	0.0	0.0	0.4	0.0	7.0	0.0	0.0	0.4
LnGrp Delay(d),s/veh	23.1	0.0	0.0	23.8	0.0	0.0	7.7	0.0	11.3	1.7	0.0	1.2
LnGrp LOS	C			C			A		B	A		A
Approach Vol, veh/h		89			120			539			468	
Approach Delay, s/veh		23.1			23.8			11.1			1.2	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.0		30.0		55.0		30.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		50.0		25.0		50.0		25.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	315	18	9	248	36	13	18	10	37	55	16
Future Volume (veh/h)	24	315	18	9	248	36	13	18	10	37	55	16
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	27	354	20	10	279	40	15	20	11	42	62	18
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	672	971	55	643	886	127	478	374	206	518	455	132
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1062	1755	99	1009	1602	230	1320	1137	625	1366	1382	401
Grp Volume(v), veh/h	27	0	374	10	0	319	15	0	31	42	0	80
Grp Sat Flow(s),veh/h/ln	1062	0	1855	1009	0	1832	1320	0	1762	1366	0	1783
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	1.0	1.8	0.0	2.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	1.0	2.9	0.0	2.7
Prop In Lane	1.00		0.05	1.00		0.13	1.00		0.35	1.00		0.22
Lane Grp Cap(c), veh/h	672	0	1025	643	0	1013	478	0	580	518	0	587
V/C Ratio(X)	0.04	0.00	0.36	0.02	0.00	0.31	0.03	0.00	0.05	0.08	0.00	0.14
Avail Cap(c_a), veh/h	672	0	1025	643	0	1013	478	0	580	518	0	587
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	21.2	0.0	19.5	20.4	0.0	20.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.0	0.0	0.8	0.1	0.0	0.2	0.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.2	0.3	0.0	0.5	0.7	0.0	1.4
LnGrp Delay(d),s/veh	0.1	0.0	1.0	0.0	0.0	0.8	21.3	0.0	19.6	20.7	0.0	20.5
LnGrp LOS	A		A	A		A	C		B	C		C
Approach Vol, veh/h		401			329			46			122	
Approach Delay, s/veh		0.9			0.8			20.2			20.6	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		52.0		33.0		52.0		33.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		47.0		28.0		47.0		28.0
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	407	20	74	426	42	14	57	89	41	44	8
Future Volume (veh/h)	7	407	20	74	426	42	14	57	89	41	44	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1890	1872	1872	1872	1872	1835	1872	1910	1872	1910
Adj Flow Rate, veh/h	8	447	22	81	468	46	15	63	98	45	48	9
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	695	2472	121	747	2665	1192	39	82	115	90	87	13
Arrive On Green	0.01	0.72	0.72	0.04	0.75	0.75	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1765	3417	168	1783	3557	1591	83	665	940	424	707	109
Grp Volume(v), veh/h	8	230	239	81	468	46	176	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	1765	1761	1824	1783	1778	1591	1688	0	0	1240	0	0
Q Serve(g_s), s	0.2	5.6	5.6	1.5	5.1	1.0	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	5.6	5.6	1.5	5.1	1.0	13.7	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.09	1.00		1.00	0.09		0.56	0.44		0.09
Lane Grp Cap(c), veh/h	695	1274	1320	747	2665	1192	236	0	0	191	0	0
V/C Ratio(X)	0.01	0.18	0.18	0.11	0.18	0.04	0.75	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	815	1274	1320	823	2665	1192	391	0	0	334	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.8	5.9	5.9	4.1	4.9	4.4	58.0	0.0	0.0	56.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.1	0.1	0.1	4.6	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.8	2.9	0.7	2.5	0.5	6.8	0.0	0.0	3.8	0.0	0.0
LnGrp Delay(d),s/veh	4.8	6.2	6.2	4.1	5.0	4.4	62.6	0.0	0.0	58.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E			E		
Approach Vol, veh/h		477			595			176			102	
Approach Delay, s/veh		6.2			4.9			62.6			58.4	
Approach LOS		A			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	107.1		22.1	9.3	103.7		22.1
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5
Max Green Setting (Gmax), s	10.5	79.0		29.5	10.5	79.0		29.5
Max Q Clear Time (g_c+I1), s	2.2	7.1		15.7	3.5	7.6		12.8
Green Ext Time (p_c), s	0.0	11.8		0.9	0.1	11.8		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	181	400	220	36	460	72	68	165	166	347	237	62
Future Volume (veh/h)	181	400	220	36	460	72	68	165	166	347	237	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1825	1825	1825	1853	1853	1853	1881	1881	1881	1872	1872	1872
Adj Flow Rate, veh/h	203	449	0	40	517	0	76	185	0	390	266	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	2	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	586	2051	918	609	1974	883	229	271	121	468	571	255
Arrive On Green	0.07	0.59	0.00	0.03	0.56	0.00	0.05	0.08	0.00	0.14	0.16	0.00
Sat Flow, veh/h	1739	3468	1552	1765	3522	1575	1792	3575	1599	3459	3557	1591
Grp Volume(v), veh/h	203	449	0	40	517	0	76	185	0	390	266	0
Grp Sat Flow(s),veh/h/ln	1739	1734	1552	1765	1761	1575	1792	1787	1599	1729	1778	1591
Q Serve(g_s), s	6.5	8.2	0.0	1.3	10.2	0.0	5.2	6.8	0.0	14.8	9.2	0.0
Cycle Q Clear(g_c), s	6.5	8.2	0.0	1.3	10.2	0.0	5.2	6.8	0.0	14.8	9.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	586	2051	918	609	1974	883	229	271	121	468	571	255
V/C Ratio(X)	0.35	0.22	0.00	0.07	0.26	0.00	0.33	0.68	0.00	0.83	0.47	0.00
Avail Cap(c_a), veh/h	678	2051	918	679	1974	883	271	609	272	769	1133	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.8	12.9	0.0	11.4	15.3	0.0	53.8	60.8	0.0	56.9	51.4	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.3	0.0	0.3	3.0	0.0	4.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.0	0.0	0.6	5.0	0.0	2.6	3.5	0.0	7.4	4.5	0.0
LnGrp Delay(d),s/veh	11.1	13.2	0.0	11.4	15.6	0.0	54.1	63.8	0.0	61.0	51.9	0.0
LnGrp LOS	B	B		B	B		D	E		E	D	
Approach Vol, veh/h		652			557			261			656	
Approach Delay, s/veh		12.5			15.3			61.0			57.3	
Approach LOS		B			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.3	16.2	9.7	85.8	11.8	27.7	13.8	81.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	30.0	23.0	10.0	50.0	10.0	43.0	16.0	44.0
Max Q Clear Time (g_c+I1), s	16.8	8.8	3.3	10.2	7.2	11.2	8.5	12.2
Green Ext Time (p_c), s	1.4	1.4	0.0	4.8	0.0	1.7	0.3	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	45	65	55	100	120	30	10	230	40	20	190	10
Future Volume (veh/h)	45	65	55	100	120	30	10	230	40	20	190	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1890	1872	1872	1910	1853	1853	1890
Adj Flow Rate, veh/h	49	71	60	109	130	33	11	250	43	22	207	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	484	238	201	506	362	92	544	869	147	503	972	51
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1224	939	793	1248	1427	362	1164	3043	516	1076	3403	180
Grp Volume(v), veh/h	49	0	131	109	0	163	11	145	148	22	107	111
Grp Sat Flow(s),veh/h/ln	1224	0	1732	1248	0	1789	1164	1778	1781	1076	1761	1822
Q Serve(g_s), s	0.9	0.0	1.7	2.1	0.0	2.0	0.2	1.7	1.8	0.4	1.2	1.3
Cycle Q Clear(g_c), s	3.0	0.0	1.7	3.8	0.0	2.0	1.5	1.7	1.8	2.2	1.2	1.3
Prop In Lane	1.00		0.46	1.00		0.20	1.00		0.29	1.00		0.10
Lane Grp Cap(c), veh/h	484	0	440	506	0	454	544	508	509	503	503	520
V/C Ratio(X)	0.10	0.00	0.30	0.22	0.00	0.36	0.02	0.28	0.29	0.04	0.21	0.21
Avail Cap(c_a), veh/h	1031	0	1212	1062	0	1253	1005	1212	1214	929	1200	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	8.2	9.7	0.0	8.3	7.9	7.5	7.6	8.4	7.4	7.4
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	0.0	0.5	0.0	0.7	0.7	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.8	0.8	0.0	1.1	0.1	0.9	1.0	0.1	0.7	0.7
LnGrp Delay(d),s/veh	9.6	0.0	8.6	9.9	0.0	8.8	8.0	8.2	8.2	8.5	7.8	7.8
LnGrp LOS	A		A	A		A	A	A	A	A	A	A
Approach Vol, veh/h		180			272			304			240	
Approach Delay, s/veh		8.8			9.2			8.2			7.9	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		14.3		12.9		14.3		12.9
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0
Max Green Setting (Gmax), s		18.5		19.0		18.5		19.0
Max Q Clear Time (g_c+I1), s		3.8		5.0		4.2		5.8
Green Ext Time (p_c), s		3.6		1.4		3.6		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	35	20	130	40	170	60	300	145	110	280	30
Future Volume (veh/h)	20	35	20	130	40	170	60	300	145	110	280	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1872	1853	1853	1890	1881	1881	1919	1844	1844	1881
Adj Flow Rate, veh/h	22	38	0	141	43	185	65	326	158	120	304	33
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	403	343	398	66	283	624	834	396	562	1225	132
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.09	0.35	0.35	0.12	0.38	0.38
Sat Flow, veh/h	1154	1872	1591	1357	306	1316	1792	2354	1118	1756	3192	344
Grp Volume(v), veh/h	22	38	0	141	0	228	65	246	238	120	166	171
Grp Sat Flow(s),veh/h/ln	1154	1872	1591	1357	0	1621	1792	1787	1684	1756	1752	1783
Q Serve(g_s), s	1.0	0.9	0.0	5.2	0.0	7.2	1.2	5.8	6.0	2.2	3.6	3.7
Cycle Q Clear(g_c), s	8.2	0.9	0.0	6.2	0.0	7.2	1.2	5.8	6.0	2.2	3.6	3.7
Prop In Lane	1.00		1.00	1.00		0.81	1.00		0.66	1.00		0.19
Lane Grp Cap(c), veh/h	228	403	343	398	0	349	624	633	597	562	673	685
V/C Ratio(X)	0.10	0.09	0.00	0.35	0.00	0.65	0.10	0.39	0.40	0.21	0.25	0.25
Avail Cap(c_a), veh/h	787	1310	1114	1056	0	1135	922	1378	1298	802	1350	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	17.7	0.0	20.2	0.0	20.2	9.1	13.6	13.7	8.7	11.8	11.8
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.8	0.0	2.9	0.1	0.4	0.4	0.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.0	2.0	0.0	3.5	0.6	2.9	2.8	1.0	1.8	1.8
LnGrp Delay(d),s/veh	24.2	17.9	0.0	21.0	0.0	23.1	9.2	14.0	14.1	9.0	12.0	12.0
LnGrp LOS	C	B		C		C	A	B	B	A	B	B
Approach Vol, veh/h		60			369			549			457	
Approach Delay, s/veh		20.2			22.3			13.5			11.2	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.3	26.5		17.7	10.6	28.2		17.7
Change Period (Y+Rc), s	5.5	6.5		5.5	5.5	6.5		5.5
Max Green Setting (Gmax), s	14.5	43.5		39.5	14.5	43.5		39.5
Max Q Clear Time (g_c+I1), s	4.2	8.0		10.2	3.2	5.7		9.2
Green Ext Time (p_c), s	0.4	3.3		2.9	0.2	3.4		2.9

Intersection Summary		
HCM 2010 Ctrl Delay		15.3
HCM 2010 LOS		B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	88	792	20	2	672	87	13	3	7	101	2	120
Future Volume (veh/h)	88	792	20	2	672	87	13	3	7	101	2	120
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1872	1872	1910	1881	1881	1919	1872	1872	1910
Adj Flow Rate, veh/h	97	870	22	2	738	96	14	3	8	111	2	132
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	2	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	529	2825	71	507	2270	295	87	47	125	385	2	162
Arrive On Green	0.03	0.80	0.80	0.72	0.72	0.72	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1783	3545	90	624	3166	412	1263	455	1213	2725	24	1571
Grp Volume(v), veh/h	97	436	456	2	414	420	14	0	11	111	0	134
Grp Sat Flow(s),veh/h/ln	1783	1778	1856	624	1778	1799	1263	0	1667	1363	0	1595
Q Serve(g_s), s	1.6	7.9	7.9	0.1	10.3	10.3	1.3	0.0	0.7	4.6	0.0	9.9
Cycle Q Clear(g_c), s	1.6	7.9	7.9	0.1	10.3	10.3	11.2	0.0	0.7	5.3	0.0	9.9
Prop In Lane	1.00		0.05	1.00		0.23	1.00		0.73	1.00		0.99
Lane Grp Cap(c), veh/h	529	1417	1479	507	1275	1290	87	0	172	385	0	165
V/C Ratio(X)	0.18	0.31	0.31	0.00	0.32	0.33	0.16	0.00	0.06	0.29	0.00	0.81
Avail Cap(c_a), veh/h	609	1417	1479	507	1275	1290	156	0	264	535	0	253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.3	3.3	3.3	4.8	6.3	6.3	58.2	0.0	48.6	51.0	0.0	52.7
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	0.7	0.7	1.0	0.0	0.2	0.3	0.0	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.1	4.2	0.0	5.3	5.4	0.5	0.0	0.3	1.7	0.0	4.8
LnGrp Delay(d),s/veh	4.4	3.8	3.7	4.8	6.9	6.9	59.2	0.0	48.8	51.3	0.0	61.8
LnGrp LOS	A	A	A	A	A	A	E		D	D		E
Approach Vol, veh/h		989			836			25			245	
Approach Delay, s/veh		3.8			6.9			54.6			57.0	
Approach LOS		A			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.6	92.0		18.4		101.6		18.4
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	74.0		19.0		89.0		19.0
Max Q Clear Time (g_c+I1), s	3.6	12.3		13.2		9.9		11.9
Green Ext Time (p_c), s	0.1	13.4		0.5		13.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	128	39	37	93	305	17	217	78	328	266	262
Future Volume (veh/h)	208	128	39	37	93	305	17	217	78	328	266	262
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1844	1881	1890	1853	1853	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	219	135	41	39	98	321	18	228	0	347	277	276
Adj No. of Lanes	2	1	0	0	1	2	1	2	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	499	199	60	85	213	852	230	473	212	516	707	601
Arrive On Green	0.15	0.15	0.15	0.16	0.16	0.16	0.13	0.13	0.00	0.14	0.38	0.38
Sat Flow, veh/h	3407	1359	413	520	1307	2773	843	3504	1568	3584	1881	1599
Grp Volume(v), veh/h	219	0	176	137	0	321	18	228	0	347	277	276
Grp Sat Flow(s),veh/h/ln	1704	0	1771	1827	0	1386	843	1752	1568	1792	1881	1599
Q Serve(g_s), s	3.6	0.0	5.8	4.2	0.0	5.6	1.2	3.7	0.0	5.7	6.7	8.1
Cycle Q Clear(g_c), s	3.6	0.0	5.8	4.2	0.0	5.6	1.2	3.7	0.0	5.7	6.7	8.1
Prop In Lane	1.00		0.23	0.28		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	499	0	259	298	0	852	230	473	212	516	707	601
V/C Ratio(X)	0.44	0.00	0.68	0.46	0.00	0.38	0.08	0.48	0.00	0.67	0.39	0.46
Avail Cap(c_a), veh/h	990	0	515	531	0	1205	572	1895	848	1967	2247	1910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	25.1	23.5	0.0	16.8	23.7	24.8	0.0	25.1	14.2	14.6
Incr Delay (d2), s/veh	0.6	0.0	3.1	1.9	0.0	0.5	0.1	0.6	0.0	1.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	3.1	2.3	0.0	2.2	0.3	1.8	0.0	2.9	3.5	3.6
LnGrp Delay(d),s/veh	24.7	0.0	28.2	25.3	0.0	17.3	23.8	25.4	0.0	26.3	14.4	15.0
LnGrp LOS	C		C	C		B	C	C		C	B	B
Approach Vol, veh/h		395			458			246			900	
Approach Delay, s/veh		26.3			19.7			25.2			19.2	
Approach LOS		C			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.9	14.9		15.1		29.8		17.1
Change Period (Y+Rc), s	6.0	6.5		6.0		* 6.5		7.0
Max Green Setting (Gmax), s	34.0	33.5		18.0		* 74		18.0
Max Q Clear Time (g_c+I1), s	7.7	5.7		7.8		10.1		7.6
Green Ext Time (p_c), s	1.2	2.8		1.2		2.8		2.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	286	224	20	217	240	44
Future Volume (veh/h)	286	224	20	217	240	44
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1853	1872	1872	1844	1844
Adj Flow Rate, veh/h	349	0	24	265	293	0
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1537	688	562	2023	374	334
Arrive On Green	0.44	0.00	0.03	0.57	0.21	0.00
Sat Flow, veh/h	3614	1575	1783	3651	1756	1568
Grp Volume(v), veh/h	349	0	24	265	293	0
Grp Sat Flow(s),veh/h/ln	1761	1575	1783	1778	1756	1568
Q Serve(g_s), s	3.6	0.0	0.4	2.0	9.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	0.4	2.0	9.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1537	688	562	2023	374	334
V/C Ratio(X)	0.23	0.00	0.04	0.13	0.78	0.00
Avail Cap(c_a), veh/h	2674	1196	1104	4254	889	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.1	0.0	7.6	5.8	21.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	4.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.2	1.0	4.8	0.0
LnGrp Delay(d),s/veh	10.2	0.0	7.6	5.8	25.6	0.0
LnGrp LOS	B		A	A	C	
Approach Vol, veh/h	349			289	293	
Approach Delay, s/veh	10.2			5.9	25.6	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.6	31.5		18.2		39.1		
Change Period (Y+Rc), s	6.0	6.5		6.0		6.5		
Max Green Setting (Gmax), s	19.0	43.5		29.0		68.5		
Max Q Clear Time (g_c+I1), s	2.4	5.6		11.0		4.0		
Green Ext Time (p_c), s	0.0	3.6		1.3		3.6		

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	424	0	0	371	99	0	0	0	121	0	135
Future Volume (veh/h)	103	424	0	0	371	99	0	0	0	121	0	135
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1881	1844	1844	1853	1853	1890
Adj Flow Rate, veh/h	116	476	0	0	417	111	0	0	0	136	0	152
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	462	1804	0	203	783	207	0	284	241	475	0	242
Arrive On Green	0.07	0.51	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1783	3651	0	914	2772	731	0	1844	1568	1765	0	1575
Grp Volume(v), veh/h	116	476	0	0	265	263	0	0	0	136	0	152
Grp Sat Flow(s),veh/h/ln	1783	1778	0	914	1770	1734	0	1844	1568	1765	0	1575
Q Serve(g_s), s	1.5	2.7	0.0	0.0	4.5	4.5	0.0	0.0	0.0	2.5	0.0	3.2
Cycle Q Clear(g_c), s	1.5	2.7	0.0	0.0	4.5	4.5	0.0	0.0	0.0	2.5	0.0	3.2
Prop In Lane	1.00		0.00	1.00		0.42	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	462	1804	0	203	500	490	0	284	241	475	0	242
V/C Ratio(X)	0.25	0.26	0.00	0.00	0.53	0.54	0.00	0.00	0.00	0.29	0.00	0.63
Avail Cap(c_a), veh/h	1069	9950	0	1986	3950	3870	0	1511	1284	1650	0	1291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.3	5.0	0.0	0.0	10.7	10.7	0.0	0.0	0.0	13.7	0.0	14.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.3	0.0	0.0	2.2	2.2	0.0	0.0	0.0	1.2	0.0	1.5
LnGrp Delay(d),s/veh	7.4	5.0	0.0	0.0	11.0	11.1	0.0	0.0	0.0	13.8	0.0	15.0
LnGrp LOS	A	A			B	B				B		B
Approach Vol, veh/h		592			528			0			288	
Approach Delay, s/veh		5.5			11.1			0.0			14.5	
Approach LOS		A			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.9	16.0		11.4		23.9		11.4
Change Period (Y+Rc), s	5.5	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	14.5	79.0		29.0		99.0		29.0
Max Q Clear Time (g_c+I1), s	3.5	6.5		0.0		4.7		5.2
Green Ext Time (p_c), s	0.1	2.4		0.0		2.4		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	7	69	5	0	1	45	272	3	10	272	174
Future Volume (veh/h)	158	7	69	5	0	1	45	272	3	10	272	174
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1863	1863	1900	1863	1863	1900	1872	1872	1910
Adj Flow Rate, veh/h	180	8	78	6	0	1	51	309	3	11	309	198
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	22	215	20	0	18	302	947	9	511	368	236
Arrive On Green	0.15	0.15	0.15	0.01	0.00	0.01	0.05	0.51	0.51	0.34	0.34	0.34
Sat Flow, veh/h	1783	150	1464	1774	0	1583	1774	1842	18	1068	1067	684
Grp Volume(v), veh/h	180	0	86	6	0	1	51	0	312	11	0	507
Grp Sat Flow(s),veh/h/ln	1783	0	1614	1774	0	1583	1774	0	1860	1068	0	1751
Q Serve(g_s), s	4.8	0.0	2.4	0.2	0.0	0.0	0.8	0.0	4.9	0.3	0.0	13.4
Cycle Q Clear(g_c), s	4.8	0.0	2.4	0.2	0.0	0.0	0.8	0.0	4.9	0.3	0.0	13.4
Prop In Lane	1.00		0.91	1.00		1.00	1.00		0.01	1.00		0.39
Lane Grp Cap(c), veh/h	261	0	237	20	0	18	302	0	956	511	0	603
V/C Ratio(X)	0.69	0.00	0.36	0.30	0.00	0.06	0.17	0.00	0.33	0.02	0.00	0.84
Avail Cap(c_a), veh/h	638	0	578	494	0	441	529	0	2736	1396	0	2054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	19.3	24.7	0.0	24.6	10.8	0.0	7.1	10.9	0.0	15.2
Incr Delay (d2), s/veh	3.2	0.0	0.9	8.4	0.0	1.3	0.1	0.0	0.1	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.1	0.1	0.0	0.0	0.4	0.0	2.5	0.1	0.0	6.7
LnGrp Delay(d),s/veh	23.6	0.0	20.3	33.1	0.0	25.9	10.9	0.0	7.2	10.9	0.0	16.5
LnGrp LOS	C		C	C		C	B		A	B		B
Approach Vol, veh/h		266			7			363			518	
Approach Delay, s/veh		22.5			32.1			7.7			16.3	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.5	23.3		6.6		31.9		11.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		4.5
Max Green Setting (Gmax), s	9.0	59.0		14.0		74.0		18.0
Max Q Clear Time (g_c+I1), s	2.8	15.4		2.2		6.9		6.8
Green Ext Time (p_c), s	0.0	1.9		0.0		1.9		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	35	22	192	2	52	4	271	74	29	292	5
Future Volume (veh/h)	93	35	22	192	2	52	4	271	74	29	292	5
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1891	1928	1835	1835	1872	1835	1835	1872	1919	1919	1957
Adj Flow Rate, veh/h	129	49	31	267	3	72	6	376	103	40	406	7
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	86	54	456	10	243	311	469	128	271	701	12
Arrive On Green	0.09	0.08	0.08	0.17	0.16	0.16	0.00	0.34	0.34	0.04	0.37	0.37
Sat Flow, veh/h	1801	1084	686	1747	63	1506	1747	1388	380	1827	1880	32
Grp Volume(v), veh/h	129	0	80	267	0	75	6	0	479	40	0	413
Grp Sat Flow(s),veh/h/ln	1801	0	1770	1747	0	1569	1747	0	1768	1827	0	1913
Q Serve(g_s), s	4.1	0.0	2.8	8.4	0.0	2.7	0.1	0.0	15.9	0.9	0.0	11.1
Cycle Q Clear(g_c), s	4.1	0.0	2.8	8.4	0.0	2.7	0.1	0.0	15.9	0.9	0.0	11.1
Prop In Lane	1.00		0.39	1.00		0.96	1.00		0.22	1.00		0.02
Lane Grp Cap(c), veh/h	377	0	140	456	0	253	311	0	597	271	0	713
V/C Ratio(X)	0.34	0.00	0.57	0.59	0.00	0.30	0.02	0.00	0.80	0.15	0.00	0.58
Avail Cap(c_a), veh/h	763	0	796	687	0	706	547	0	1467	453	0	1588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	28.6	20.0	0.0	23.8	14.6	0.0	19.4	14.8	0.0	16.2
Incr Delay (d2), s/veh	0.2	0.0	1.4	1.2	0.0	0.2	0.0	0.0	2.6	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	1.4	4.1	0.0	1.2	0.1	0.0	8.1	0.5	0.0	6.0
LnGrp Delay(d),s/veh	24.2	0.0	30.0	21.2	0.0	24.0	14.6	0.0	21.9	14.9	0.0	16.9
LnGrp LOS	C		C	C		C	B		C	B		B
Approach Vol, veh/h		209			342			485			453	
Approach Delay, s/veh		26.4			21.9			21.8			16.7	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	16.4	8.6	28.3	16.5	11.1	6.3	30.5
Change Period (Y+Rc), s	5.5	6.0	6.0	6.5	5.5	6.0	6.0	6.5
Max Green Setting (Gmax), s	19.5	29.0	9.0	53.5	19.5	29.0	9.0	53.5
Max Q Clear Time (g_c+I1), s	6.1	4.7	2.9	17.9	10.4	4.8	2.1	13.1
Green Ext Time (p_c), s	0.2	0.3	0.0	3.9	0.7	0.3	0.0	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	15	35	5	10	25	5	70	30	15	10	25	20
Future Volume (veh/h)	15	35	5	10	25	5	70	30	15	10	25	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1910	1872	1910	1900	1863	1900
Adj Flow Rate, veh/h	16	38	5	11	27	5	76	33	16	11	27	22
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	530	61	243	517	83	379	151	53	156	259	170
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	303	1279	146	276	1248	201	786	556	197	127	953	625
Grp Volume(v), veh/h	59	0	0	43	0	0	125	0	0	60	0	0
Grp Sat Flow(s),veh/h/ln	1728	0	0	1725	0	0	1539	0	0	1704	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.5	0.0	0.0	2.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.27		0.08	0.26		0.12	0.61		0.13	0.18		0.37
Lane Grp Cap(c), veh/h	847	0	0	844	0	0	583	0	0	584	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.05	0.00	0.00	0.21	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	847	0	0	844	0	0	583	0	0	584	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	0.0	6.1	0.0	0.0	10.0	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.3	0.0	0.0	1.1	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	6.4	0.0	0.0	6.3	0.0	0.0	10.8	0.0	0.0	10.0	0.0	0.0
LnGrp LOS	A			A			B			A		
Approach Vol, veh/h		59			43			125			60	
Approach Delay, s/veh		6.4			6.3			10.8			10.0	
Approach LOS		A			A			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.0		20.0		15.0		20.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		9.5		14.5		9.5		14.5
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Main Street
Cross Street
Offset

Approach

20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 340 360 380

2:
@ Irvine St
0

Actuated

39:
@

7: E Wood St
@ N Market St
66

37: E Wood St
@ N Poplar St
29

32: E Wood St
@ N Brewer St
32

Different Cycle Lengths

59: E Wood St
@

Different Cycle Lengths

8: E Wood St
@ Highland St
16

10: E Wood St
@ Lake St
97

30: E Wood St
@ Tyson Ave
87

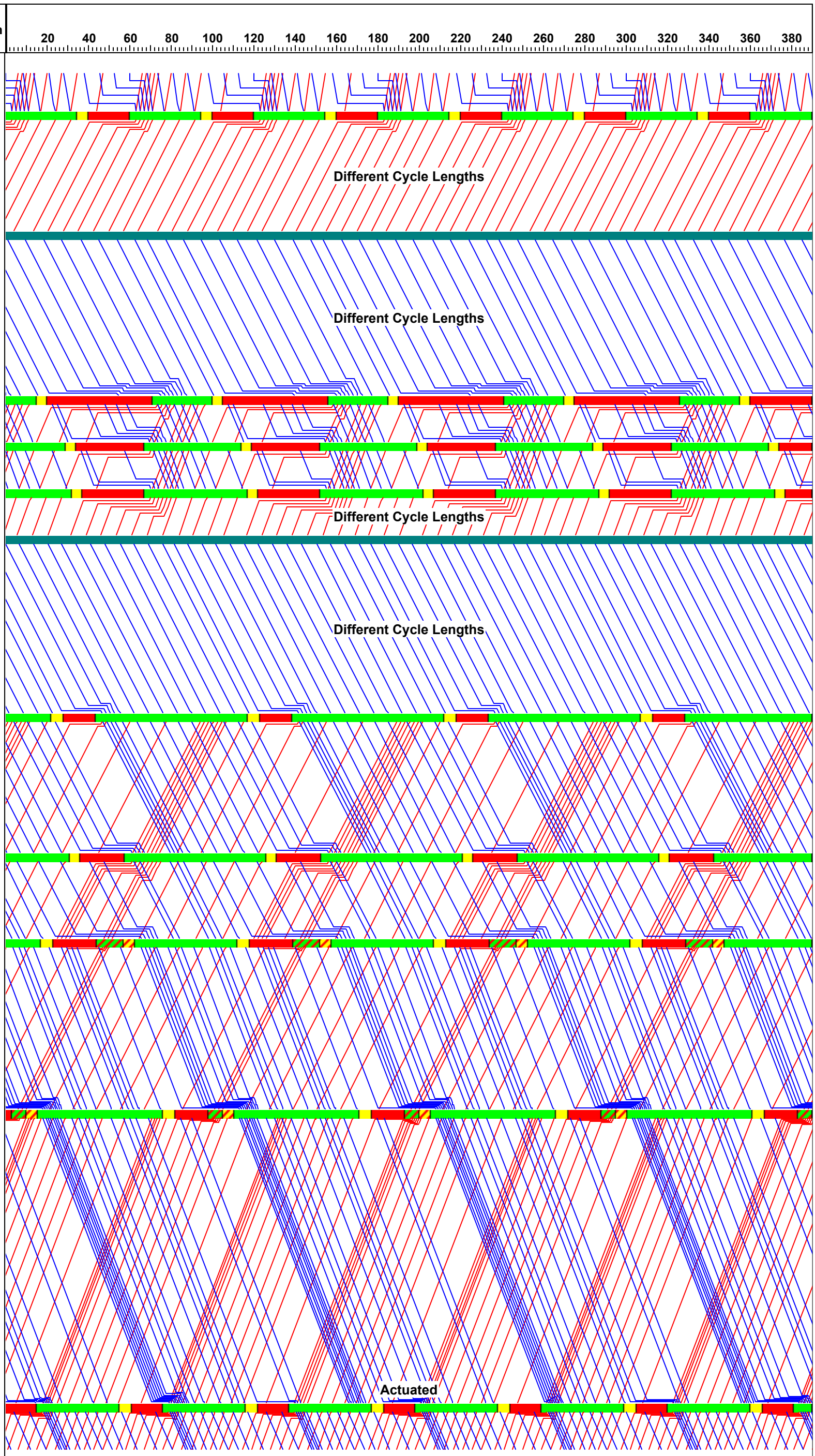
20: E Wood St
@ Volunteer Dr
97

29: E Wood St
@ Chickasaw
59

AM Plan - Normal Operation
Neel-Schaffer, Inc.

Proposed Conditions
Wood Street

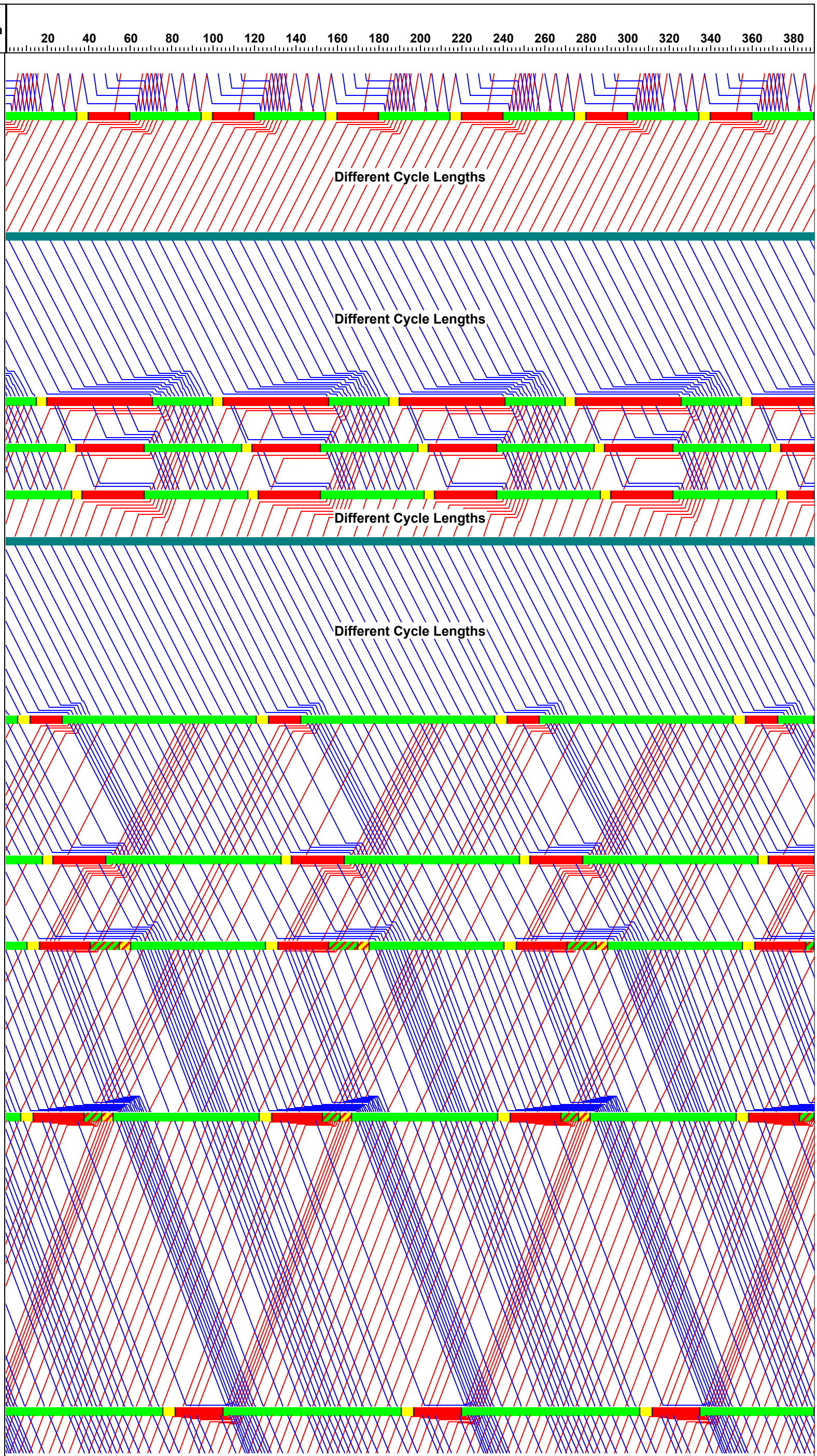
Main Street Cross Street Offset	Approach
2: @ Irvine St 0	
39: @	
7: E Wood St @ N Market St 66	
37: E Wood St @ N Poplar St 29	
32: @ N Brewer St 32	
59: @	
8: E Wood St @ Highland St 61	
10: E Wood St @ Lake St 31	
30: E Wood St @ Tyson Ave 38	
20: E Wood St @ Volunteer Dr 2	
29: E Wood St @ Chickasaw 59	



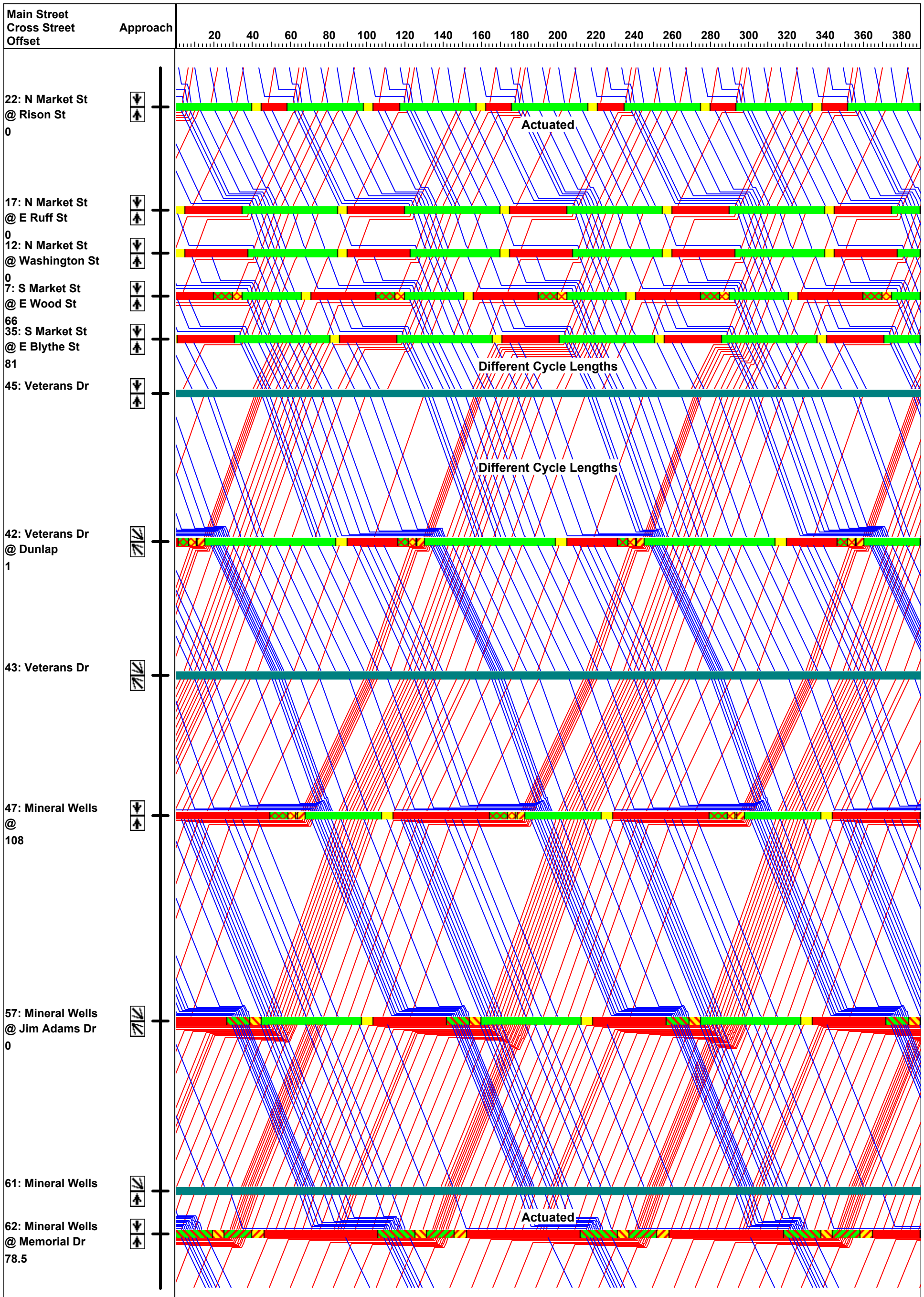
MD Plan - Normal Operation
Neel-Schaffer, Inc.

Proposed Conditions
Wood Street

Main Street Cross Street Offset	Approach
2: @ Irvine St 0	
39: @	
7: E Wood St @ N Market St 66	
37: E Wood St @ N Poplar St 29	
32: @ N Brewer St 32	
59: @	
8: E Wood St @ Highland St 60	
10: E Wood St @ Lake St 18	
30: E Wood St @ Tyson Ave 35	
20: E Wood St @ Volunteer Dr 34	
29: E Wood St @ Chickasaw 0	



Main Street Cross Street Offset	Approach



22: N Market St
@ Rison St
0

17: N Market St
@ E Ruff St
0

12: N Market St
@ Washington St
0

7: S Market St
@ E Wood St
66

35: S Market St
@ E Blythe St
81

45: Veterans Dr

42: Veterans Dr
@ Dunlap
1

43: Veterans Dr

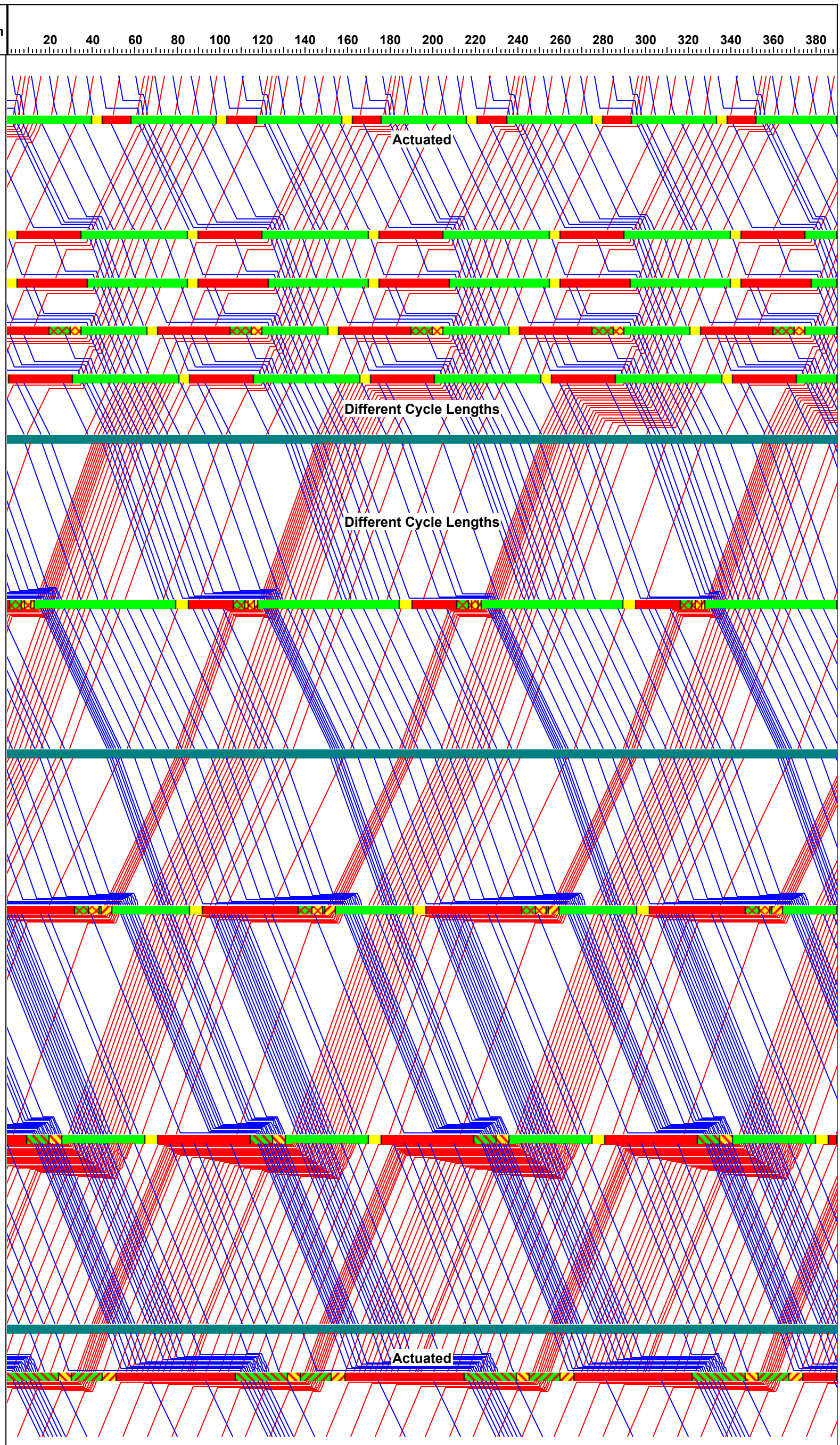
47: Mineral Wells
@
108

57: Mineral Wells
@ Jim Adams Dr
0

61: Mineral Wells

62: Mineral Wells
@ Memorial Dr
78.5

Main Street Cross Street Offset	Approach
22: N Market St @ Rison St 0	
17: N Market St @ E Ruff St 0	
12: N Market St @ Washington St 0	
7: S Market St @ E Wood St 66	
35: S Market St @ E Blythe St 81	
45: Veterans Dr	
42: Veterans Dr @ Dunlap 0	
43: Veterans Dr	
47: Mineral Wells @ 86	
57: Mineral Wells @ Jim Adams Dr 65	
61:	
62: Mineral Wells @ Memorial Dr 45	



MD Plan - Normal Operation
Neel-Schaffer, Inc.

Proposed Conditions
Veterans Dr/ Mineral Wells Dr

Main Street
Cross Street
Offset

Approach

20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 340 360 380

22: N Market St
@ Rison St
0

17: N Market St
@ E Ruff St
0

12: N Market St
@ Washington St
0

7: S Market St
@ E Wood St
66

35: S Market St
@ E Blythe St
81

45: Veterans Dr

42: Veterans Dr
@ Dunlap
62

43: Veterans Dr

47: Mineral Wells
@
123

57: Mineral Wells
@ Jim Adams Dr
96

61: Mineral Wells

62: Mineral Wells
@ Memorial Dr
34

Actuated

Different Cycle Lengths

Different Cycle Lengths

Actuated

PM Plan - Normal Operation
Neel-Schaffer, Inc.

Proposed Conditions
Veterans Dr/ Mineral Wells Dr

TSM&O
PARIS, TENNESSEE

Appendix G:
MEASURE OF EFFECTIVENESS

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of
Transportation

Measures of Effectiveness

E. Wood Street

Existing vs. Proposed Conditions

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Eastbound	186	204.7	10%	37.2	18.6	-50%	29	31	7%	727	381	-48%
	Westbound	161.9	143.3	-11%	31.1	18.7	-40%	28	31	11%	998	547	-45%
	Average	174	174	0%	34	19	-44%	29	31	7%	863	464	-46%
MD	Eastbound	150.3	82	-45%	27.3	13.7	-50%	30	29	-3%	807	382	-53%
	Westbound	143.2	130	-9%	20.5	6.8	-67%	30	32	7%	729	363	-50%
	Average	147	106	-28%	24	10	-58%	30	31	3%	768	373	-51%
PM	Eastbound	166.1	148.3	-11%	41.5	17.8	-57%	28	32	14%	1190	573	-52%
	Westbound	160.9	147.5	-8%	26.8	13.4	-50%	29	31	7%	874	503	-42%
	Average	164	148	-10%	34	16	-53%	29	32	10%	1032	538	-48%

[1] Measures of Effectiveness Results are taken from output reports within Synchro 9, and the Engineer shall not be held responsible for the accuracy of these results. The results are intended to show the improvement of implementing coordinated plans.

Measures of Effectiveness

Mineral Wells Drive/Veterans Drive

Existing vs. Proposed Conditions

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Northbound	148.4	137.4	-7%	44	22	-50%	25	30	20%	1055	557	-47%
	Southbound	133.8	121.1	-9%	31.9	19.1	-40%	26	31	19%	744	454	-39%
	Average	141	129	-9%	38	21	-45%	26	31	19%	900	506	-44%
MD	Northbound	154.5	146.2	-5%	50.1	33.4	-33%	22	26	18%	1419	748	-47%
	Southbound	136.9	107.8	-21%	45.6	20.7	-55%	21	29	38%	1189	707	-41%
	Average	146	127	-13%	48	27	-44%	22	28	27%	1304	728	-44%
PM	Northbound	156.5	147.6	-6%	44.7	35.8	-20%	23	26	13%	1297	987	-24%
	Southbound	144	120	-17%	48	20	-58%	21	29	38%	1322	674	-49%
	Average	150	134	-11%	46	28	-39%	22	28	27%	1310	831	-37%

[1] Measures of Effectiveness Results are taken from output reports within Synchro 9, and the Engineer shall not be held responsible for the accuracy of these results. The results are intended to show the improvement of implementing coordinated plans.

Measures of Effectiveness

Network-wide statistics: Paris TSMO Proposed Coordinated Signals

Existing vs. Proposed Conditions

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	All	315	303	-4%	72	40	-44%	28	31	13%	1763	970	-45%
MD	All	293	233	-20%	72	20.5	-72%	26	29.5	13%	2072	1101	-47%
PM	All	314	282	-10%	80	44	-45%	25.5	30	18%	2342	1369	-42%
Average % Change all Peak Periods:				-11%			-54%			15%			-44%

[1] Measures of Effectiveness Results are taken from output reports within Synchro 9, and the Engineer shall not be held responsible for the accuracy of these results. The results are intended to show the improvement of implementing coordinated plans.

E Wood St

Direction	EB	WB	All
Total Delay (hr)	1	2	3
Stops (#)	125	287	412
Average Speed (mph)	18	13	15
Total Travel Time (hr)	2	3	5
Distance Traveled (mi)	40	40	79
Fuel Consumed (gal)	3	4	7
Fuel Economy (mpg)	13.2	8.9	10.6
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	0	0
Performance Index	1.3	2.5	3.8

N Market St

Direction	NB	SB	All
Total Delay (hr)	1	2	3
Stops (#)	76	275	351
Average Speed (mph)	17	17	17
Total Travel Time (hr)	1	5	6
Distance Traveled (mi)	24	87	111
Fuel Consumed (gal)	2	7	9
Fuel Economy (mpg)	12.8	13.0	13.0
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	0	0
Performance Index	0.8	2.9	3.7

S Market St

Direction	NB	SB	All
Total Delay (hr)	2	1	2
Stops (#)	264	82	346
Average Speed (mph)	25	13	23
Total Travel Time (hr)	6	1	7
Distance Traveled (mi)	145	17	162
Fuel Consumed (gal)	9	2	10
Fuel Economy (mpg)	16.8	10.1	15.8
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	0	0
Performance Index	2.5	0.9	3.4

Mineral Wells

Direction	NB	SE	All
Total Delay (hr)	4	1	5
Stops (#)	498	201	699
Average Speed (mph)	30	31	30
Total Travel Time (hr)	17	8	25
Distance Traveled (mi)	510	231	741
Fuel Consumed (gal)	26	11	37
Fuel Economy (mpg)	19.8	21.0	20.2
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	40	4	44
Performance Index	5.0	1.5	6.5

Veterans Dr

Direction	SB	NW	All
Total Delay (hr)	2	0	2
Stops (#)	253	59	312
Average Speed (mph)	29	33	30
Total Travel Time (hr)	11	8	19
Distance Traveled (mi)	313	254	567
Fuel Consumed (gal)	15	10	26
Fuel Economy (mpg)	20.4	24.4	22.0
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	22	4	26
Performance Index	2.8	0.4	3.2

E Wood St

Direction	EB	WB	All
Total Delay (hr)	2	3	5
Stops (#)	381	547	928
Average Speed (mph)	31	31	31
Total Travel Time (hr)	22	23	46
Distance Traveled (mi)	695	721	1417
Fuel Consumed (gal)	31	34	65
Fuel Economy (mpg)	22.5	21.5	21.9
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	47	47	94
Performance Index	3.5	4.0	7.5

E Wood St

Direction	EB	WB	All
Total Delay (hr)	1	1	3
Stops (#)	222	145	367
Average Speed (mph)	14	13	13
Total Travel Time (hr)	3	2	5
Distance Traveled (mi)	38	32	70
Fuel Consumed (gal)	4	3	7
Fuel Economy (mpg)	9.8	10.1	9.9
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	0	0
Performance Index	2.1	1.8	3.9

N Market St

Direction	NB	SB	All
Total Delay (hr)	1	2	3
Stops (#)	113	297	410
Average Speed (mph)	16	17	16
Total Travel Time (hr)	2	5	7
Distance Traveled (mi)	38	85	123
Fuel Consumed (gal)	3	7	10
Fuel Economy (mpg)	12.8	12.4	12.6
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	0	0
Performance Index	1.4	3.1	4.5

S Market St

Direction	NB	SB	All
Total Delay (hr)	3	1	4
Stops (#)	457	115	572
Average Speed (mph)	24	13	22
Total Travel Time (hr)	9	2	11
Distance Traveled (mi)	219	23	242
Fuel Consumed (gal)	14	2	16
Fuel Economy (mpg)	15.8	9.8	15.0
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	0	0
Performance Index	4.4	1.3	5.8

Mineral Wells

Direction	NB	SE	All
Total Delay (hr)	8	2	10
Stops (#)	760	369	1129
Average Speed (mph)	26	29	27
Total Travel Time (hr)	26	12	38
Distance Traveled (mi)	667	355	1023
Fuel Consumed (gal)	36	18	54
Fuel Economy (mpg)	18.3	19.8	18.8
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	68	7	75
Performance Index	9.8	3.2	13.1

Veterans Dr

Direction	SB	NW	All
Total Delay (hr)	3	0	3
Stops (#)	338	81	419
Average Speed (mph)	29	33	30
Total Travel Time (hr)	14	9	23
Distance Traveled (mi)	407	304	711
Fuel Consumed (gal)	20	13	33
Fuel Economy (mpg)	20.3	24.2	21.8
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	33	4	37
Performance Index	3.6	0.5	4.2

E Wood St

Direction	EB	WB	All
Total Delay (hr)	2	1	3
Stops (#)	382	363	745
Average Speed (mph)	29	32	30
Total Travel Time (hr)	12	19	31
Distance Traveled (mi)	348	590	938
Fuel Consumed (gal)	18	26	44
Fuel Economy (mpg)	19.5	22.6	21.3
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	38	15	53
Performance Index	3.1	2.5	5.5

E Wood St

Direction	EB	WB	All
Total Delay (hr)	1	2	3
Stops (#)	179	159	338
Average Speed (mph)	16	13	14
Total Travel Time (hr)	3	3	5
Distance Traveled (mi)	44	35	78
Fuel Consumed (gal)	4	3	7
Fuel Economy (mpg)	11.7	10.0	10.9
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	0	0
Performance Index	1.8	2.0	3.8

N Market St

Direction	NB	SB	All
Total Delay (hr)	1	4	5
Stops (#)	122	421	543
Average Speed (mph)	16	16	16
Total Travel Time (hr)	3	7	10
Distance Traveled (mi)	43	116	159
Fuel Consumed (gal)	3	10	13
Fuel Economy (mpg)	12.9	12.0	12.2
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	0	0
Performance Index	1.5	4.7	6.2

S Market St

Direction	NB	SB	All
Total Delay (hr)	3	1	5
Stops (#)	434	120	554
Average Speed (mph)	23	13	21
Total Travel Time (hr)	10	2	12
Distance Traveled (mi)	221	26	247
Fuel Consumed (gal)	14	3	17
Fuel Economy (mpg)	15.8	10.3	14.9
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	0	0
Performance Index	4.7	1.4	6.1

Mineral Wells

Direction	NB	SE	All
Total Delay (hr)	8	2	10
Stops (#)	920	308	1228
Average Speed (mph)	26	29	27
Total Travel Time (hr)	24	13	37
Distance Traveled (mi)	630	368	998
Fuel Consumed (gal)	37	18	55
Fuel Economy (mpg)	17.1	20.5	18.2
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	32	57	89
Performance Index	10.2	3.0	13.2

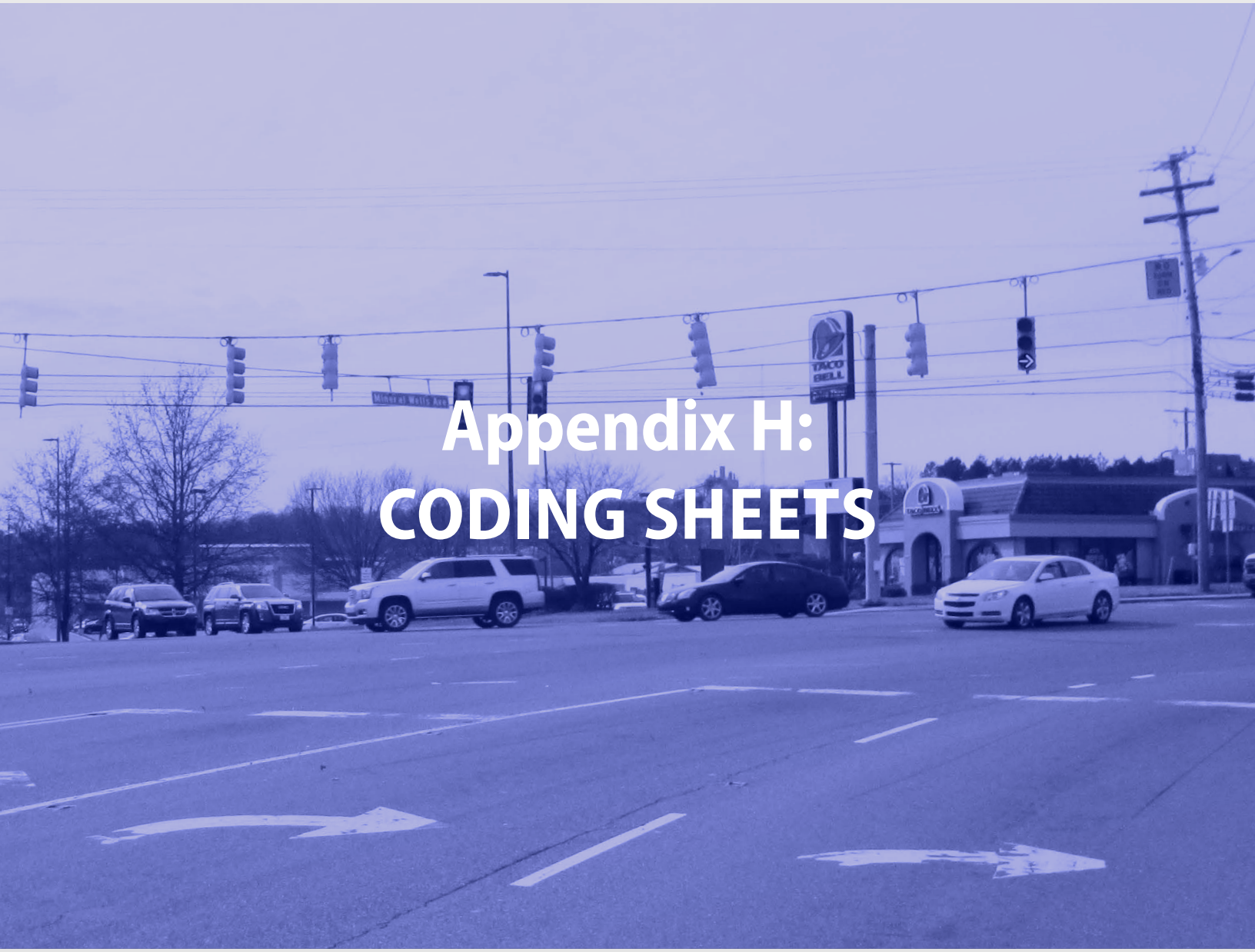
Veterans Dr

Direction	SB	NW	All
Total Delay (hr)	3	0	4
Stops (#)	366	67	433
Average Speed (mph)	29	33	30
Total Travel Time (hr)	17	9	25
Distance Traveled (mi)	471	290	761
Fuel Consumed (gal)	23	12	35
Fuel Economy (mpg)	20.5	24.2	21.7
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	30	13	43
Performance Index	4.2	0.6	4.8

E Wood St

Direction	EB	WB	All
Total Delay (hr)	3	2	5
Stops (#)	573	503	1076
Average Speed (mph)	32	31	32
Total Travel Time (hr)	25	22	47
Distance Traveled (mi)	806	705	1511
Fuel Consumed (gal)	37	32	69
Fuel Economy (mpg)	21.8	21.8	21.8
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	39	38	77
Performance Index	4.7	3.6	8.3

TSM&O
PARIS, TENNESSEE



Appendix H:
CODING SHEETS

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of
Transportation

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	1	West Wood St	AT	Irvine St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10		7								
Passage Time		3.0		3.0		3.0		3.0								
Maximum No 1		30		15		30		15								
Maximum No 2		40		20		40		20								
Yellow Change		4.0		3.5		4.0		3.5								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Pedestrian Clearance																

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

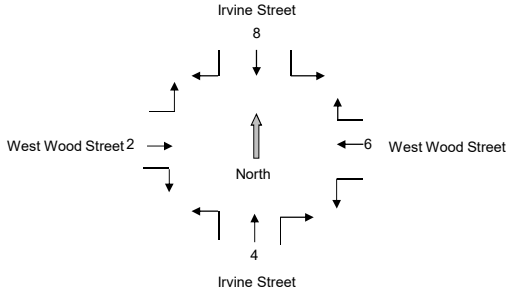
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

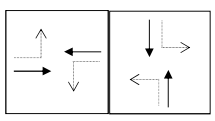
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1		1		1		1								
Dual Entry		1		1		1		1								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		0		1		0		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **1** **West Wood St** AT **Irvine St**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 02 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 03 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 04 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 05 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 06 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 07 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 08 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 02 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 03 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 04 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 05 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 06 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 07 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 08 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: West Wood St AT Irvine St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)
CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	09 : 00	0 / 0 / 4	Free	
2	11 : 00	0 / 0 / 0	MAX 2	
2	20 : 00	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	09 : 00	0 / 0 / 4	Free	
6	11 : 00	0 / 0 / 0	MAX 2	
6	20 : 00	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	2	West Wood St	AT	Market St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	10		7	4	10		7								
Passage Time	2.0	3.0		2.0	2.0	3.0		3.0								
Maximum No 1	15	35		20	15	35		20								
Maximum No 2																
Yellow Change	3.0	3.5		3.5	3.0	3.5		3.5								
Red Clearance	2.0	1.5		1.5	2.0	1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Pedestrian Clearance		19		17		19		17								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

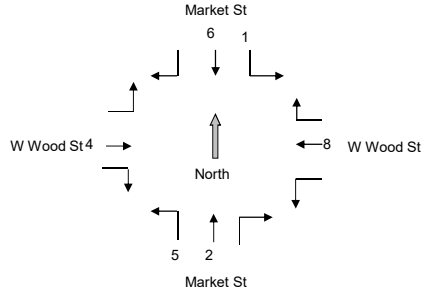
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

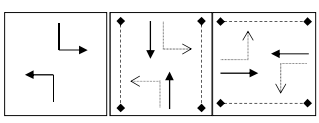
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	0		0	1	0										
Dual Entry	0	0		0	0	0										
Last Car Passage	0	0		0	0	0										
Conditional Service	0	0		0	0	0										
No Simultaneous Gap	1	1		1	1	1										

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **2** **West Wood St** AT **Market St**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	85					75		
Phase 01 Time/Mode	15 / 0	/	/	/	/	13 / 0	/	/
Phase 02 Time/Mode	36 / 1	/	/	/	/	32 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	34 / 0	/	/	/	/	30 / 0	/	/
Phase 05 Time/Mode	15 / 0	/	/	/	/	13 / 0	/	/
Phase 06 Time/Mode	36 / 1	/	/	/	/	32 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	34 / 0	/	/	/	/	30 / 0	/	/
Offset 1	66							
Offset 2						66		
Offset 3								
Offset Pattern Mode	0					0		

Control Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: West Wood St AT Market St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	2 / 2 / 2	Off peak	
1	11 : 00	1 / 1 / 1	Peak	
1	17 : 00	2 / 2 / 2	Off peak	
2	00 : 00	2 / 2 / 2	Off peak	
2	08 : 00	1 / 1 / 1	Peak	
2	18 : 30	2 / 2 / 2	Off peak	
6	00 : 00	2 / 2 / 2	Off peak	
6	08 : 00	1 / 1 / 1	Peak	
6	18 : 30	2 / 2 / 2	Off peak	
7	00 : 00	2 / 2 / 2	Off peak	
7	10 : 00	1 / 1 / 1	Peak	
7	18 : 00	2 / 2 / 2	Off peak	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	3	North Market St	AT	Rison St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10	4	7								
Passage Time		3.0		3.0		3.0	3.0	3.0								
Maximum No 1		40		20		40	15	20								
Maximum No 2		45		35		45	15	20								
Yellow Change		3.5		3.5		3.5	3.0	3.5								
Red Clearance		1.5		1.5		1.5	1.5	1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Pedestrian Clearance																

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

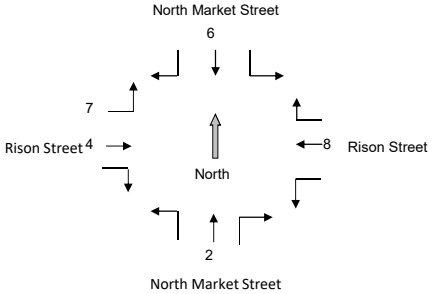
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

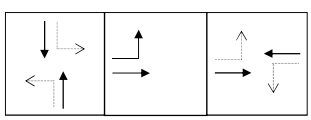
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1		1		1	1	1								
Dual Entry		1		1		1	0	1								
Last Car Passage		0		0		0	0	0								
Conditional Service		0		0		0	0	0								
No Simultaneous Gap		0		1		0	1	1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: 3 **North Market St** AT **Rison St**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 02 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 03 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 04 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 05 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 06 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 07 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 08 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 02 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 03 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 04 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 05 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 06 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 07 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 08 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: North Market St AT Rison St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	09 : 00	0 / 0 / 4	Free	
2	11 : 00	0 / 0 / 0	MAX 2	
2	20 : 00	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	09 : 00	0 / 0 / 4	Free	
6	11 : 00	0 / 0 / 0	MAX 2	
6	20 : 00	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	4	North Market St	AT	Ruff St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10		7								
Passage Time		3.0		2.0		3.0		2.0								
Maximum No 1		35		30		35		30								
Maximum No 2		40		35		40		35								
Yellow Change		3.5		3.5		3.5		3.5								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Pedestrian Clearance		8		16		8		16								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

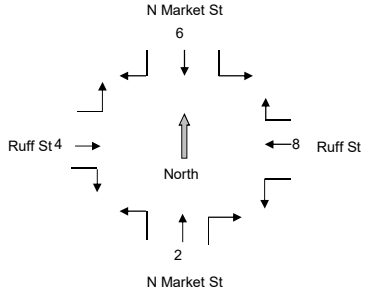
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

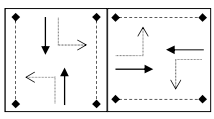
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		0		0		0		0								
Dual Entry		0		0		0		0								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		1		1		1		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **4** **North Market St** AT **Ruff St**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	85					75		
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	55 / 1	/	/	/	/	45 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	30 / 0	/	/	/	/	30 / 0	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	55 / 1	/	/	/	/	45 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	30 / 0	/	/	/	/	30 / 0	/	/
Offset 1	0							
Offset 2						0		
Offset 3								
Offset Pattern Mode	0					0		

Control Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: North Market St AT Ruff St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2
DST: END	MONTH	11	WEEK	1

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	2 / 2 / 2	Off peak	
1	11 : 00	1 / 1 / 1	Peak	
1	17 : 00	2 / 2 / 2	Off peak	
2	00 : 00	2 / 2 / 2	Off peak	
2	08 : 00	1 / 1 / 1	Peak	
2	18 : 30	2 / 2 / 2	Off peak	
6	00 : 00	2 / 2 / 2	Off peak	
6	08 : 00	1 / 1 / 1	Peak	
6	18 : 30	2 / 2 / 2	Off peak	
7	00 : 00	2 / 2 / 2	Off peak	
7	10 : 00	1 / 1 / 1	Peak	
7	18 : 00	2 / 2 / 2	Off peak	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	5	N Market St	AT	Washington St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10		7								
Passage Time		3.0		2.0		3.0		2.0								
Maximum No 1		35		30		35		30								
Maximum No 2		40		35		40		35								
Yellow Change		3.5		3.5		3.5		3.5								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Pedestrian Clearance		19		17		17		19								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

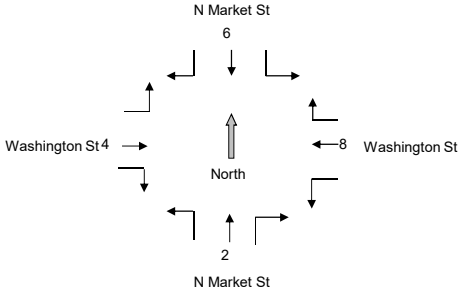
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

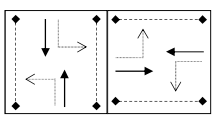
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		0		0		0		0								
Dual Entry		0		0		0		0								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		1		1		1		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **5** **N Market St** AT **Washington St**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	85					75		
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	52 / 1	/	/	/	/	45 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	33 / 0	/	/	/	/	30 / 0	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	52 / 1	/	/	/	/	45 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	33 / 0	/	/	/	/	30 / 0	/	/
Offset 1	0							
Offset 2						0		
Offset 3								
Offset Pattern Mode	0					0		

Control Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: N Market St AT Washington St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	2 / 2 / 2	Off peak	
1	11 : 00	1 / 1 / 1	Peak	
1	17 : 00	2 / 2 / 2	Off peak	
2	00 : 00	2 / 2 / 2	Off peak	
2	08 : 00	1 / 1 / 1	Peak	
2	18 : 30	2 / 2 / 2	Off peak	
6	00 : 00	2 / 2 / 2	Off peak	
6	08 : 00	1 / 1 / 1	Peak	
6	18 : 30	2 / 2 / 2	Off peak	
7	00 : 00	2 / 2 / 2	Off peak	
7	10 : 00	1 / 1 / 1	Peak	
7	18 : 00	2 / 2 / 2	Off peak	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	6	South Market St	AT	Blythe St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10		7								
Passage Time		3.0		2.0		3.0		2.0								
Maximum No 1		35		30		35		30								
Maximum No 2		40		35		40		35								
Yellow Change		3.5		3.5		3.5		3.5								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Pedestrian Clearance		10		17		9		17								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

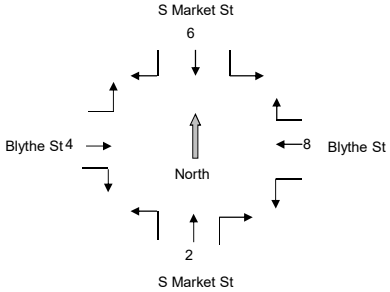
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

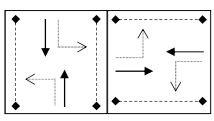
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		0		0		0		0								
Dual Entry		0		0		0		0								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		1		1		1		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **6** **South Market St** AT **Blythe St**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	85					75		
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	55 / 1	/	/	/	/	44 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	30 / 0	/	/	/	/	31 / 0	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	55 / 1	/	/	/	/	44 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	30 / 0	/	/	/	/	31 / 0	/	/
Offset 1	81							
Offset 2						0		
Offset 3								
Offset Pattern Mode	0					0		

Control Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: South Market St AT Blythe St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)
CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	2 / 2 / 2	Off peak	
1	11 : 00	1 / 1 / 1	Peak	
1	17 : 00	2 / 2 / 2	Off peak	
2	00 : 00	2 / 2 / 2	Off peak	
2	08 : 00	1 / 1 / 1	Peak	
2	18 : 30	2 / 2 / 2	Off peak	
6	00 : 00	2 / 2 / 2	Off peak	
6	08 : 00	1 / 1 / 1	Peak	
6	18 : 30	2 / 2 / 2	Off peak	
7	00 : 00	2 / 2 / 2	Off peak	
7	10 : 00	1 / 1 / 1	Peak	
7	18 : 00	2 / 2 / 2	Off peak	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	8/28/2018
Approved By	TT			Date:	
Intersection ID:	7	East Washington St	AT	Poplar St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10		7								
Passage Time		3.0		2.0		3.0		2.0								
Maximum No 1		35		30		35		30								
Maximum No 2		40		35		40		35								
Yellow Change		3.5		3.5		3.5		3.5								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Pedestrian Clearance		20		15		15		19								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

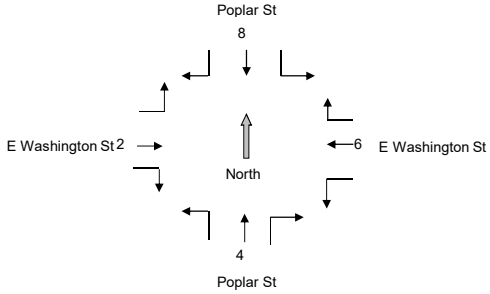
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

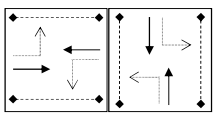
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		0		0		0		0								
Dual Entry		0		0		0		0								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		1		1		1		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: 7 **East Washington St** AT **Poplar St**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	85					75		
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	45 / 1	/	/	/	/	41 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	40 / 0	/	/	/	/	34 / 0	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	45 / 1	/	/	/	/	41 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	40 / 0	/	/	/	/	34 / 0	/	/
Offset 1	36							
Offset 2						24		
Offset 3								
Offset Pattern Mode	0					0		

Control Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: East Washington St AT Poplar St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	2 / 2 / 2	Off peak	
1	11 : 00	1 / 1 / 1	Peak	
1	17 : 00	2 / 2 / 2	Off peak	
2	00 : 00	2 / 2 / 2	Off peak	
2	08 : 00	1 / 1 / 1	Peak	
2	18 : 30	2 / 2 / 2	Off peak	
6	00 : 00	2 / 2 / 2	Off peak	
6	08 : 00	1 / 1 / 1	Peak	
6	18 : 30	2 / 2 / 2	Off peak	
7	00 : 00	2 / 2 / 2	Off peak	
7	10 : 00	1 / 1 / 1	Peak	
7	18 : 00	2 / 2 / 2	Off peak	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	8/28/2018
Approved By	TT			Date:	
Intersection ID:	8	East Wood St	AT	Poplar St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10		7								
Passage Time		3.0		2.0		3.0		2.0								
Maximum No 1		35		30		35		30								
Maximum No 2		40		35		40		35								
Yellow Change		3.5		3.5		3.5		3.5								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Pedestrian Clearance		15		15		19		19								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

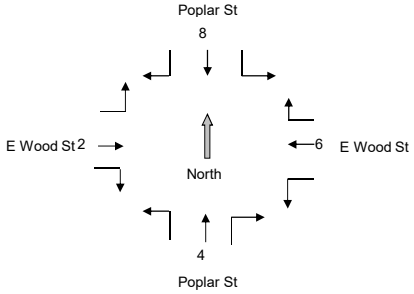
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

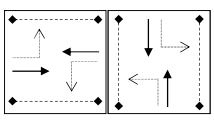
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		0		0		0		0								
Dual Entry		0		0		0		0								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		1		1		1		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **8** **East Wood St** AT **Poplar St**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	85					75		
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	52 / 1	/	/	/	/	42 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	33 / 0	/	/	/	/	33 / 0	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	52 / 1	/	/	/	/	42 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	33 / 0	/	/	/	/	33 / 0	/	/
Offset 1	29							
Offset 2						29		
Offset 3								
Offset Pattern Mode	0					0		

Control Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: East Wood St AT Poplar St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	2 / 2 / 2	Off peak	
1	11 : 00	1 / 1 / 1	Peak	
1	17 : 00	2 / 2 / 2	Off peak	
2	00 : 00	2 / 2 / 2	Off peak	
2	08 : 00	1 / 1 / 1	Peak	
2	18 : 30	2 / 2 / 2	Off peak	
6	00 : 00	2 / 2 / 2	Off peak	
6	08 : 00	1 / 1 / 1	Peak	
6	18 : 30	2 / 2 / 2	Off peak	
7	00 : 00	2 / 2 / 2	Off peak	
7	10 : 00	1 / 1 / 1	Peak	
7	18 : 00	2 / 2 / 2	Off peak	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	9	East Wood St	AT	Brewer St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10		7								
Passage Time		3.0		2.0		3.0		2.0								
Maximum No 1		35		30		35		30								
Maximum No 2		40		35		40		35								
Yellow Change		3.5		3.5		3.5		3.5								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Pedestrian Clearance		9		8		11		15								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

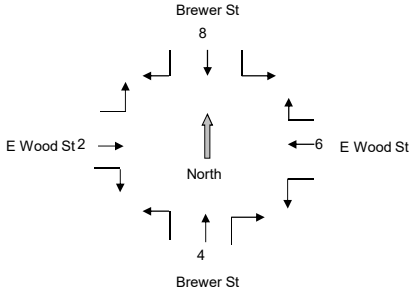
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

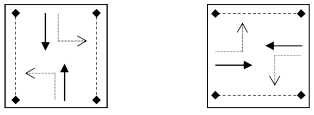
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		0		0		0		0								
Dual Entry		0		0		0		0								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		1		1		1		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **9** **East Wood St** AT **Brewer St**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	85					75		
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	55 / 1	/	/	/	/	45 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	30 / 0	/	/	/	/	30 / 0	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	55 / 1	/	/	/	/	45 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	30 / 0	/	/	/	/	30 / 0	/	/
Offset 1	32							
Offset 2						29		
Offset 3								
Offset Pattern Mode	0					0		

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: East Wood St AT Brewer St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)
CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	2 / 2 / 2	Off peak	
1	11 : 00	1 / 1 / 1	Peak	
1	17 : 00	2 / 2 / 2	Off peak	
2	00 : 00	2 / 2 / 2	Off peak	
2	08 : 00	1 / 1 / 1	Peak	
2	18 : 30	2 / 2 / 2	Off peak	
6	00 : 00	2 / 2 / 2	Off peak	
6	08 : 00	1 / 1 / 1	Peak	
6	18 : 30	2 / 2 / 2	Off peak	
7	00 : 00	2 / 2 / 2	Off peak	
7	10 : 00	1 / 1 / 1	Peak	
7	18 : 00	2 / 2 / 2	Off peak	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	10	East Wood St	AT	Highland St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	10	7														
Passage Time	3.0	2.0														
Maximum No 1	50	25														
Maximum No 2	55	30														
Yellow Change	4.0	4.0														
Red Clearance	2.0	1.5														

Density Times — Phase :																
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Pedestrian Clearance																

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

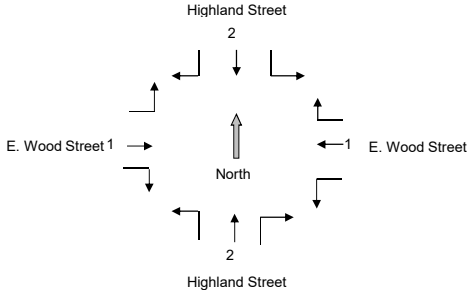
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

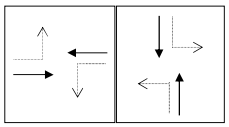
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	0	1														
Dual Entry	0	0														
Last Car Passage	0	0														
Conditional Service	0	0														
No Simultaneous Gap	0	1														

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **10** **East Wood St** AT **Highland St**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	100					95		
Phase 01 Time/Mode	75 / 1	/	/	/	/	70 / 1	/	/
Phase 02 Time/Mode	25 / 0	/	/	/	/	25 / 0	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1	16							
Offset 2						61		
Offset 3								
Offset Pattern Mode	0					0		

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length			115					
Phase 01 Time/Mode	/	/	85 / 1	/				/
Phase 02 Time/Mode	/	/	30 / 0	/				/
Phase 03 Time/Mode	/	/	/	/				/
Phase 04 Time/Mode	/	/	/	/				/
Phase 05 Time/Mode	/	/	/	/				/
Phase 06 Time/Mode	/	/	/	/				/
Phase 07 Time/Mode	/	/	/	/				/
Phase 08 Time/Mode	/	/	/	/				/
Offset 1								
Offset 2								
Offset 3			60					
Offset Pattern Mode			0					

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: East Wood St AT Highland St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
2	09 : 00	0 / 0 / 0	MAX 2	
2	11 : 00	2 / 2 / 2	MD peak	
2	15 : 30	3 / 3 / 3	PM peak	
2	18 : 30	0 / 0 / 0	MAX 2	
2	20 00	0 0 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
6	09 : 00	0 / 0 / 0	MAX 2	
6	11 : 00	2 / 2 / 2	MD peak	
6	15 : 30	3 / 3 / 3	PM peak	
6	18 : 30	0 / 0 / 0	MAX 2	
6	20 00	0 0 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	11	East Wood St	AT	Lake St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10		7								
Passage Time		2.0		2.0		2.0		2.0								
Maximum No 1		40		20		40		20								
Maximum No 2		50		25		50		25								
Yellow Change		3.5		3.5		3.5		3.5								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Pedestrian Clearance																

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

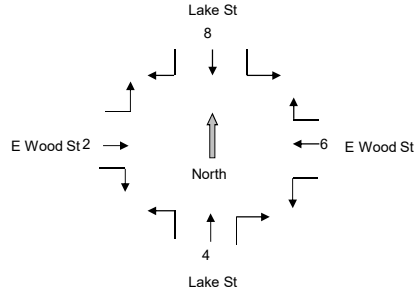
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

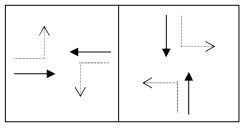
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		0		1		0		1								
Dual Entry		1		1		1		1								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
Max Recall		1		0		1		0								
No Simultaneous Gap		0		1		0		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **11** **East Wood St** AT **Lake St**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	100					95		
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	70 / 1	/	/	/	/	60 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	30 / 0	/	/	/	/	35 / 0	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	70 / 1	/	/	/	/	60 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	30 / 0	/	/	/	/	35 / 0	/	/
Offset 1	97							
Offset 2						31		
Offset 3								
Offset Pattern Mode	0					0		

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length			115					
Phase 01 Time/Mode			/					/
Phase 02 Time/Mode			80 / 1					/
Phase 03 Time/Mode			/					/
Phase 04 Time/Mode			35 / 0					/
Phase 05 Time/Mode			/					/
Phase 06 Time/Mode			80 / 1					/
Phase 07 Time/Mode			/					/
Phase 08 Time/Mode			35 / 0					/
Offset 1								
Offset 2								
Offset 3			18					
Offset Pattern Mode								
			0					

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: East Wood St AT Lake St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
2	09 : 00	0 / 0 / 0	MAX 2	
2	11 : 00	2 / 2 / 2	MD peak	
2	15 : 30	3 / 3 / 3	PM peak	
2	18 : 30	0 / 0 / 0	MAX 2	
2	20 00	0 0 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
6	09 : 00	0 / 0 / 0	MAX 2	
6	11 : 00	2 / 2 / 2	MD peak	
6	15 : 30	3 / 3 / 3	PM peak	
6	18 : 30	0 / 0 / 0	MAX 2	
6	20 00	0 0 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	12	East Wood St	AT	Tyson Ave	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	10		7		10										
Passage Time	2.0	3.0		2.0		3.0										
Maximum No 1	15	40		25		40										
Maximum No 2	20	50		30		50										
Yellow Change	3.5	4.5		3.5		4.5										
Red Clearance	2.0	1.5		1.5		1.5										

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Pedestrian Clearance																

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

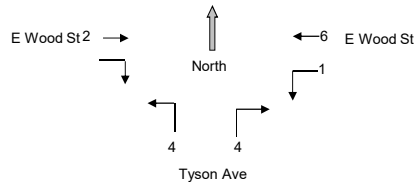
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

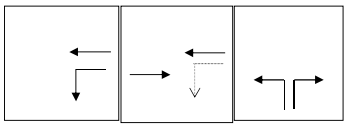
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	0		1		0										
Dual Entry	0	1		0		1										
Last Car Passage	0	0		0		0										
Conditional Service	0	0		0		0										
No Simultaneous Gap	1	0		1		0										

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **12** **East Wood St** AT **Tyson Ave**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	100					95		
Phase 01 Time/Mode	25 / 0	/	/	/	/	22 / 0	/	/
Phase 02 Time/Mode	45 / 1	/	/	/	/	46 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	30 / 0	/	/	/	/	27 / 0	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	70 / 1	/	/	/	/	68 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1	87							
Offset 2						38		
Offset 3								
Offset Pattern Mode	0					0		

Control Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length			115					
Phase 01 Time/Mode			25 / 0					/
Phase 02 Time/Mode			55 / 1					/
Phase 03 Time/Mode			/					/
Phase 04 Time/Mode			35 / 0					/
Phase 05 Time/Mode			/					/
Phase 06 Time/Mode			80 / 1					/
Phase 07 Time/Mode			/					/
Phase 08 Time/Mode			/					/
Offset 1								
Offset 2								
Offset 3			35					
Offset Pattern Mode			0					

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: East Wood St AT Tyson Ave

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
2	09 : 00	0 / 0 / 0	MAX 2	
2	11 : 00	2 / 2 / 2	MD peak	
2	15 : 30	3 / 3 / 3	PM peak	
2	18 : 30	0 / 0 / 0	MAX 2	
2	20 00	0 0 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
6	09 : 00	0 / 0 / 0	MAX 2	
6	11 : 00	2 / 2 / 2	MD peak	
6	15 : 30	3 / 3 / 3	PM peak	
6	18 : 30	0 / 0 / 0	MAX 2	
6	20 00	0 0 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	13	East Wood St	AT	Volunteer Dr	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	10		7	10											
Passage Time	2.0	3.0		2.0	3.0											
Maximum No 1	15	40		25	40											
Maximum No 2	20	50		30	50											
Yellow Change	3.5	4.5		3.5	4.5											
Red Clearance	2.0	1.5		2.0	1.5											

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		8		8												
Pedestrian Clearance		19		18												

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

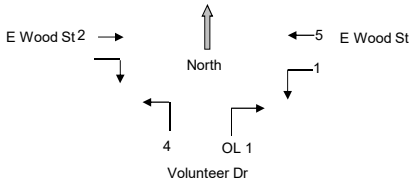
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

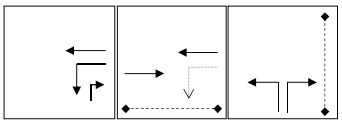
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	0		1	0											
Dual Entry	0	1		0	1											
Last Car Passage	0	0		0	0											
Conditional Service	0	0		0	0											
No Simultaneous Gap	1	0		1	0											

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **13** **East Wood St** AT **Volunteer Dr**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	100					95		
Phase 01 Time/Mode	18 / 0	/	/	/	/	18 / 0	/	/
Phase 02 Time/Mode	47 / 1	/	/	/	/	47 / 1	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	35 / 0	/	/	/	/	30 / 0	/	/
Phase 05 Time/Mode	65 / 1	/	/	/	/	65 / 1	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1	97							
Offset 2						2		
Offset 3								
Offset Pattern Mode	0					0		

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length			115					
Phase 01 Time/Mode			20 / 0					/
Phase 02 Time/Mode			60 / 1					/
Phase 03 Time/Mode			/					/
Phase 04 Time/Mode			35 / 0					/
Phase 05 Time/Mode			80 / 1					/
Phase 06 Time/Mode			/					/
Phase 07 Time/Mode			/					/
Phase 08 Time/Mode			/					/
Offset 1								
Offset 2								
Offset 3			34					
Offset Pattern Mode			0					

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: East Wood St AT Volunteer Dr

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
2	09 : 00	0 / 0 / 0	MAX 2	
2	11 : 00	2 / 2 / 2	MD peak	
2	15 : 30	3 / 3 / 3	PM peak	
2	18 : 30	0 / 0 / 0	MAX 2	
2	20 00	0 0 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
6	09 : 00	0 / 0 / 0	MAX 2	
6	11 : 00	2 / 2 / 2	MD peak	
6	15 : 30	3 / 3 / 3	PM peak	
6	18 : 30	0 / 0 / 0	MAX 2	
6	20 00	0 0 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	14	East Wood St	AT	Fairgrounds Rd/Chickasaw Rd	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		7		10		7		10								
Passage Time		2.0		3.0		2.0		3.0								
Maximum No 1		25		45		25		45								
Maximum No 2		30		55		30		55								
Yellow Change		3.5		4.5		3.5		4.5								
Red Clearance		2.0		1.5		2.0		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Pedestrian Clearance		23		14		23		13								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

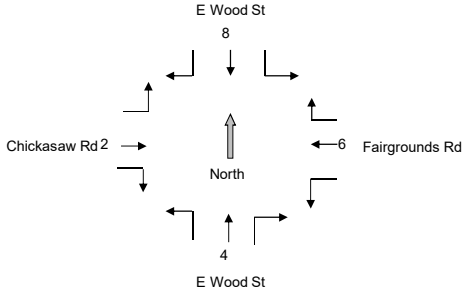
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

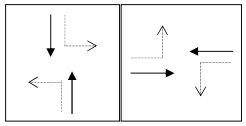
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1		0		1		0								
Dual Entry		1		1		1		1								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		1		0		1		0								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **14** **East Wood St** AT **airgrounds Rd/Chickasaw R**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	100							
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	35 / 0	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	65 / 1	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	35 / 0	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	65 / 1	/	/	/	/	/	/	/
Offset 1	59							
Offset 2								
Offset 3								
Offset Pattern Mode	0							

Control Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length			115					
Phase 01 Time/Mode			/					/
Phase 02 Time/Mode			30 / 0					/
Phase 03 Time/Mode			/					/
Phase 04 Time/Mode			85 / 1					/
Phase 05 Time/Mode			/					/
Phase 06 Time/Mode			30 / 0					/
Phase 07 Time/Mode			/					/
Phase 08 Time/Mode			85 / 1					/
Offset 1								
Offset 2								
Offset 3			0					
Offset Pattern Mode			0					

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: East Wood St AT Fairgrounds Rd/Chickasaw Rd

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
2	09 : 00	0 / 0 / 0	MAX 2	
2	15 : 30	3 / 3 / 3	PM peak	
2	18 : 30	0 / 0 / 0	MAX 2	
2	20 00	0 0 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	1 / 1 / 1	AM peak - 100 Sec	
6	09 : 00	0 / 0 / 0	MAX 2	
6	15 : 30	3 / 3 / 3	PM peak	
6	18 : 30	0 / 0 / 0	MAX 2	
6	20 00	0 0 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	8/28/2018
Approved By	TT			Date:	
Intersection ID:	15	Veterans Dr	AT	Dunlap St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	10	7		4	10										
Passage Time	2.0	3.0	2.0		2.0	3.0										
Maximum No 1	15	45	20		15	45										
Maximum No 2	20	55	25		20	55										
Yellow Change	3.5	4.5	4.0		3.5	4.5										
Red Clearance	1.5	1.5	1.5		1.5	1.5										

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk			10													
Pedestrian Clearance			37													

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

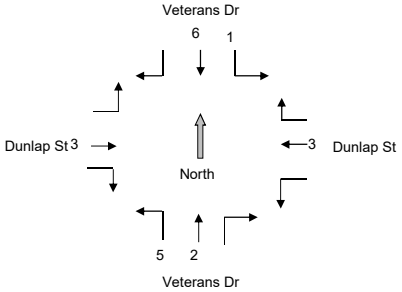
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

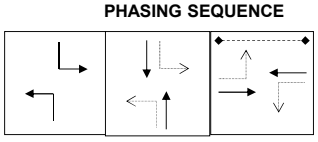
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	0	1		1	0										
Dual Entry	0	1	0		0	1										
Last Car Passage	0	0	0		0	0										
Conditional Service	0	0	0		0	0										
No Simultaneous Gap	1	0	1		1	0										

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **15** **Veterans Dr** AT **Dunlap St**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	115					105		
Phase 01 Time/Mode	15 / 0	/	/	/	/	15 / 0	/	/
Phase 02 Time/Mode	57 / 1	/	/	/	/	50 / 1	/	/
Phase 03 Time/Mode	43 / 0	/	/	/	/	40 / 0	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	18 / 0	/	/	/	/	15 / 0	/	/
Phase 06 Time/Mode	54 / 1	/	/	/	/	50 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1	1							
Offset 2						0		
Offset 3								
Offset Pattern Mode	0					0		

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length			135					
Phase 01 Time/Mode			15 / 0					/
Phase 02 Time/Mode			85 / 1					/
Phase 03 Time/Mode			35 / 0					/
Phase 04 Time/Mode			/					/
Phase 05 Time/Mode			15 / 0					/
Phase 06 Time/Mode			85 / 1					/
Phase 07 Time/Mode			/					/
Phase 08 Time/Mode			/					/
Offset 1								
Offset 2								
Offset 3			62					
Offset Pattern Mode			0					

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: Veterans Dr AT Dunlap St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	1 / 1 / 1	AM peak	
2	09 : 30	2 / 2 / 2	MD peak	
2	15 : 00	3 / 3 / 3	PM peak	
2	18 : 30	0 / 0 / 0	MAX 2	
2	21 : 00	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	1 / 1 / 1	AM peak	
6	09 : 30	2 / 2 / 2	MD peak	
6	15 : 00	3 / 3 / 3	PM peak	
6	18 : 30	0 / 0 / 0	MAX 2	
6	21 : 00	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	8/28/2018
Approved By	TT			Date:	
Intersection ID:	16	Veterans Dr/Mineral Wells	AT	Tyson Ave	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	7	7	4	10	4	7	4	10								
Passage Time	3.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0								
Maximum No 1	20	35	15	45	15	35	15	45								
Maximum No 2	25	45	20	55	20	45	20	55								
Yellow Change	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5								
Red Clearance	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Pedestrian Clearance																

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

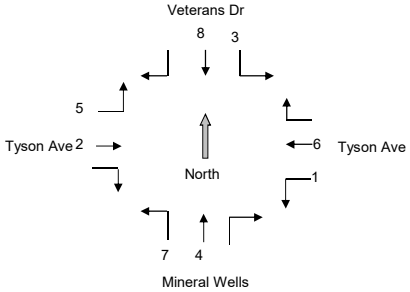
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

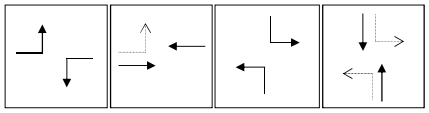
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	0	1	1	0	1	1	1	0								
Dual Entry	0	1	0	1	0	1	0	1								
Last Car Passage	0	0	0	0	0	0	0	0								
Conditional Service	0	0	0	0	0	0	0	0								
No Simultaneous Gap	1	1	1	0	1	1	1	0								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **16** **Veterans Dr/Mineral We** AT **Tyson Ave**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	115					105		
Phase 01 Time/Mode	24 / 0	/	/	/	/	25 / 0	/	/
Phase 02 Time/Mode	30 / 0	/	/	/	/	25 / 0	/	/
Phase 03 Time/Mode	15 / 0	/	/	/	/	15 / 0	/	/
Phase 04 Time/Mode	46 / 1	/	/	/	/	40 / 1	/	/
Phase 05 Time/Mode	15 / 0	/	/	/	/	15 / 0	/	/
Phase 06 Time/Mode	39 / 0	/	/	/	/	35 / 0	/	/
Phase 07 Time/Mode	15 / 0	/	/	/	/	20 / 0	/	/
Phase 08 Time/Mode	46 / 1	/	/	/	/	35 / 1	/	/
Offset 1	108							
Offset 2						86		
Offset 3								
Offset Pattern Mode	0					0		

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length			135					
Phase 01 Time/Mode			35 / 0					/
Phase 02 Time/Mode			29 / 0					/
Phase 03 Time/Mode			15 / 0					/
Phase 04 Time/Mode			56 / 1					/
Phase 05 Time/Mode			15 / 0					/
Phase 06 Time/Mode			49 / 0					/
Phase 07 Time/Mode			21 / 0					/
Phase 08 Time/Mode			50 / 1					/
Offset 1								
Offset 2								
Offset 3			123					
Offset Pattern Mode			0					

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: eterans Dr/Mineral Wel AT Tyson Ave

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)
CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	1 / 1 / 1	AM peak	
2	09 : 30	2 / 2 / 2	MD peak	
2	15 : 00	3 / 3 / 3	PM peak	
2	18 : 30	0 / 0 / 0	MAX 2	
2	21 : 00	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	1 / 1 / 1	AM peak	
6	09 : 30	2 / 2 / 2	MD peak	
6	15 : 00	3 / 3 / 3	PM peak	
6	18 : 30	0 / 0 / 0	MAX 2	
6	21 : 00	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	17	Mineral Wells Ave	AT	Memorial Dr	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	10	10					10	10								
Passage Time	3.0	3.0					3.0	4.0								
Maximum No 1	40	40					25	25								
Maximum No 2	45	50					35	40								
Yellow Change	4.5	4.0					4.0	4.5								
Red Clearance	1.5	2.5					2.5	2.5								

Density Times — Phase :																
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	8	10					7									
Pedestrian Clearance	23	28					19									

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

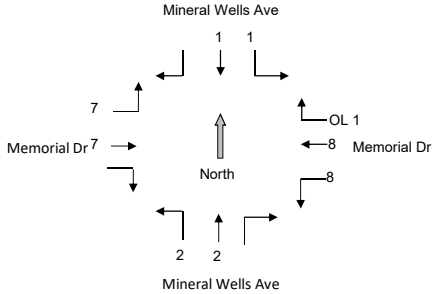
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

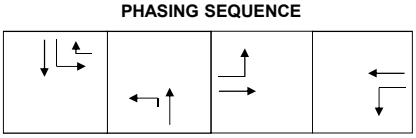
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	1					1	1								
Dual Entry	0	0					0	0								
Last Car Passage	0	0					0	0								
Conditional Service	0	0					0	0								
No Simultaneous Gap	1	1					1	1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **17** **Mineral Wells Ave** AT **Memorial Dr**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode : 0 - Actuated 1 - Coord Phase 2 - Min Rec 3 - Max Rec
4 - Ped Rec 5 - Max+Ped Recall 6 - Phase Omitted 7 - Dual Coord Phase

Pattern Mode : 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: Mineral Wells Ave AT Memorial Dr

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	21 : 00	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	21 : 00	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	18	Memorial Dr	AT	Volunteer Dr	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	10	7	7		10										
Passage Time	2.0	3.0	2.0	2.0		3.0										
Maximum No 1	15	75	25	15		75										
Maximum No 2	20	85	35	30		105										
Yellow Change	3.5	4.5	4.5	3.5		4.5										
Red Clearance	2.0	1.5	1.5	2.0		1.5										

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7												
Pedestrian Clearance		15	17	17												

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

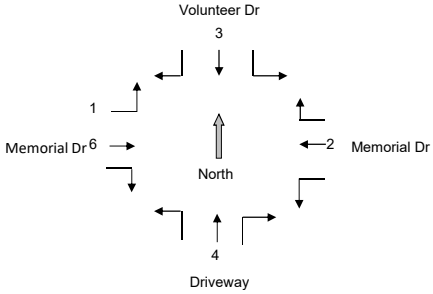
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

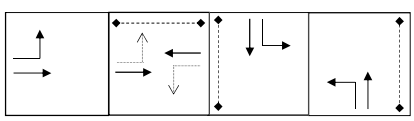
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	1	1	1		1										
Dual Entry	0	1	0	0		1										
Last Car Passage	0	0	0	0		0										
Conditional Service	0	0	0	0		0										
No Simultaneous Gap	1	0	1	1		0										

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **18** **Memorial Dr** AT **Volunteer Dr**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 02 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 03 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 04 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 05 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 06 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 07 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 08 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 02 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 03 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 04 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 05 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 06 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 07 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 08 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode : 0 - Actuated 1 - Coord Phase 2 - Min Rec 3 - Max Rec
4 - Ped Rec 5 - Max+Ped Recall 6 - Phase Omitted 7 - Dual Coord Phase

Pattern Mode : 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: Memorial Dr AT Volunteer Dr

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	09 : 30	0 / 0 / 4	Free	
2	11 : 00	0 / 0 / 0	MAX 2	
2	13 : 30	0 / 0 / 4	Free	
2	15 : 00	0 / 0 / 0	MAX 2	
2	18 30	0 0 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	09 : 30	0 / 0 / 4	Free	
6	11 : 00	0 / 0 / 0	MAX 2	
6	13 : 30	0 / 0 / 4	Free	
6	15 : 00	0 / 0 / 0	MAX 2	
6	18 30	0 0 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	19	Memorial Dr	AT	HWY 641 South	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	10		7												
Passage Time	2.0	3.0		3.0												
Maximum No 1	20	45		25												
Maximum No 2	25	50		35												
Yellow Change	3.5	4.0		3.5												
Red Clearance	2.5	2.5		2.5												

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Pedestrian Clearance																

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

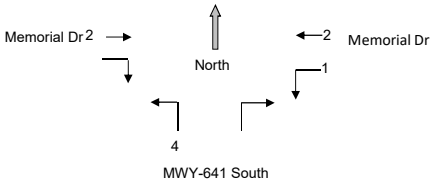
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

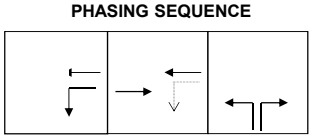
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	1		1												
Dual Entry	0	0		0												
Last Car Passage	0	0		0												
Conditional Service	0	0		0												
No Simultaneous Gap	1	1		1												

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **19** **Memorial Dr** AT **HWY 641 South**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode								/
Phase 02 Time/Mode								/
Phase 03 Time/Mode								/
Phase 04 Time/Mode								/
Phase 05 Time/Mode								/
Phase 06 Time/Mode								/
Phase 07 Time/Mode								/
Phase 08 Time/Mode								/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode : 0 - Actuated 1 - Coord Phase 2 - Min Rec 3 - Max Rec
4 - Ped Rec 5 - Max+Ped Recall 6 - Phase Omitted 7 - Dual Coord Phase

Pattern Mode : 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: Memorial Dr AT HWY 641 South

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)
CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	09 : 30	0 / 0 / 4	Free	
2	11 : 00	0 / 0 / 0	MAX 2	
2	13 : 30	0 / 0 / 4	Free	
2	15 : 00	0 / 0 / 0	MAX 2	
2	18 30	0 0 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	09 : 30	0 / 0 / 4	Free	
6	11 : 00	0 / 0 / 0	MAX 2	
6	13 : 30	0 / 0 / 4	Free	
6	15 : 00	0 / 0 / 0	MAX 2	
6	18 30	0 0 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	20	Volunteer Dr	AT	Patriot Ave	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	7	4	10	4	7	4	10								
Passage Time	2.0	2.0	2.0	3.0	3.0	2.0	2.0	3.0								
Maximum No 1	20	30	15	50	20	30	15	50								
Maximum No 2	25	35	15	60	25	35	15	60								
Yellow Change	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0								
Red Clearance	2.0	2.0	2.5	2.5	2.0	2.0	2.5	2.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Pedestrian Clearance		9		13		8		16								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

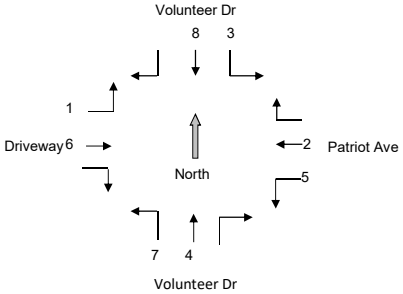
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

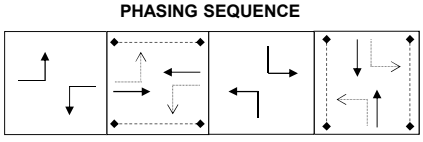
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	1	1	0	1	1	1	0								
Dual Entry	0	1	0	1	0	1	0	1								
Last Car Passage	0	0	0	0	0	0	0	0								
Conditional Service	0	0	0	0	0	0	0	0								
No Simultaneous Gap	1	1	1	0	1	1	1	0								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **20** **Volunteer Dr** AT **Patriot Ave**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode								/
Phase 02 Time/Mode								/
Phase 03 Time/Mode								/
Phase 04 Time/Mode								/
Phase 05 Time/Mode								/
Phase 06 Time/Mode								/
Phase 07 Time/Mode								/
Phase 08 Time/Mode								/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: Volunteer Dr AT Patriot Ave

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2
DST: END	MONTH	11	WEEK	1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	08 : 15	0 / 0 / 4	Free	
2	14 : 30	0 / 0 / 0	MAX 2	
2	18 : 00	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	08 : 15	0 / 0 / 4	Free	
6	14 : 30	0 / 0 / 0	MAX 2	
6	18 : 00	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	21	Volunteer Dr	AT	Jim Adams Dr	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	10	7	7		10										
Passage Time	2.0	2.0	3.0	3.0		2.0										
Maximum No 1	15	40	35	10		40										
Maximum No 2	15	55	35	25		70										
Yellow Change	3.5	4.0	3.5	4.0		4.0										
Red Clearance	2.5	2.0	2.5	2.0		2.0										

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Pedestrian Clearance		12	10	9		15										

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

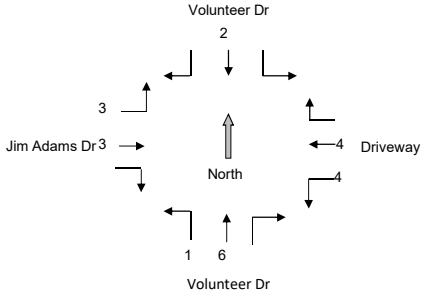
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

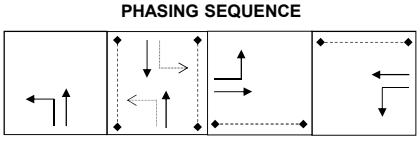
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	1	1	1		1										
Dual Entry	0	1	0	0		1										
Last Car Passage	0	0	0	0		0										
Conditional Service	0	0	0	0		0										
No Simultaneous Gap	1	0	1	1		0										

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **21** **Volunteer Dr** AT **Jim Adams Dr**

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 02 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 03 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 04 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 05 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 06 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 07 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 08 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 02 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 03 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 04 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 05 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 06 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 07 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 08 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: Volunteer Dr AT Jim Adams Dr

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	08 : 15	0 / 0 / 4	Free	
2	14 : 30	0 / 0 / 0	MAX 2	
2	18 : 00	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	08 : 15	0 / 0 / 4	Free	
6	14 : 30	0 / 0 / 0	MAX 2	
6	18 : 00	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	22	Tyson Ave	AT	Joy St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	10		7	4	10		7								
Passage Time	2.0	3.0		2.0	2.0	3.0		2.0								
Maximum No 1	20	45		30	20	45		30								
Maximum No 2	25	50		45	25	50		45								
Yellow Change	3.5	5.0		4.0	3.5	5.0		4.0								
Red Clearance	2.0	1.5		1.5	2.0	1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7				8		8								
Pedestrian Clearance		20				13		22								

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

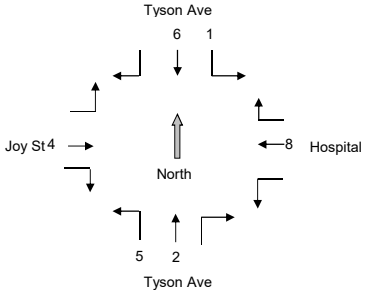
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

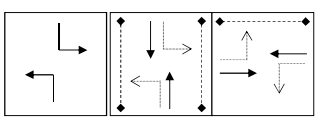
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	1		1	1	1		1								
Dual Entry	0	1		1	0	1		1								
Last Car Passage	0	0		0	0	0		0								
Conditional Service	0	0		0	0	0		0								
No Simultaneous Gap	1	0		1	1	0		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **22** **Tyson Ave** AT **Joy St**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode								/
Phase 02 Time/Mode								/
Phase 03 Time/Mode								/
Phase 04 Time/Mode								/
Phase 05 Time/Mode								/
Phase 06 Time/Mode								/
Phase 07 Time/Mode								/
Phase 08 Time/Mode								/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode : 0 - Actuated 1 - Coord Phase 2 - Min Rec 3 - Max Rec
4 - Ped Rec 5 - Max+Ped Recall 6 - Phase Omitted 7 - Dual Coord Phase

Pattern Mode : 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: Tyson Ave AT Joy St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MD-1 peak - 100 Sec	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	09 : 30	0 / 0 / 4	Free	
2	11 : 00	0 / 0 / 0	MAX 2	
2	13 : 30	0 / 0 / 4	Free	
2	15 : 00	0 / 0 / 0	MAX 2	
2	18 30	0 0 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	09 : 30	0 / 0 / 4	Free	
6	11 : 00	0 / 0 / 0	MAX 2	
6	13 : 30	0 / 0 / 4	Free	
6	15 : 00	0 / 0 / 0	MAX 2	
6	18 30	0 0 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	23	US-76	AT	SR-218	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		10		7		10		7								
Passage Time		5.0		3.0		5.0		3.0								
Maximum No 1		25		25		25		25								
Maximum No 2		40		30		40		30								
Yellow Change		5.0		4.5		5.0		4.5								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Pedestrian Clearance																

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

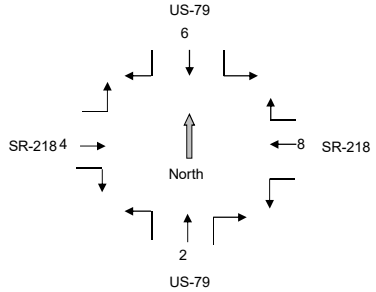
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

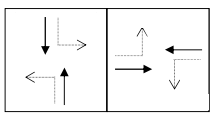
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1		1		1		1								
Dual Entry		1		1		1		1								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		0		1		0		1								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **23** **US-76** AT **SR-218**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control — Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	/	/	/	/	/	/	/	/
Phase 03 Time/Mode	/	/	/	/	/	/	/	/
Phase 04 Time/Mode	/	/	/	/	/	/	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	/	/	/	/	/	/	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control — Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode								/
Phase 02 Time/Mode								/
Phase 03 Time/Mode								/
Phase 04 Time/Mode								/
Phase 05 Time/Mode								/
Phase 06 Time/Mode								/
Phase 07 Time/Mode								/
Phase 08 Time/Mode								/
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: US-76 AT SR-218

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	09 : 00	0 / 0 / 4	Free	
2	16 : 00	0 / 0 / 0	MAX 2	
2	18 : 00	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	09 : 00	0 / 0 / 4	Free	
6	16 : 00	0 / 0 / 0	MAX 2	
6	18 : 00	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	24	Lone Oak Rd	AT	Wilson St	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		7		10		7		10								
Passage Time		2.0		3.0		2.0		3.0								
Maximum No 1		15		20		15		20								
Maximum No 2		20		40		20		40								
Yellow Change		4.0		4.0		4.0		4.0								
Red Clearance		1.5		1.5		1.5		1.5								

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Pedestrian Clearance																

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

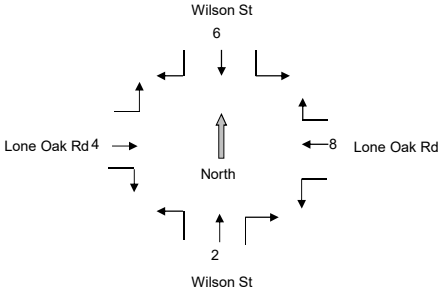
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

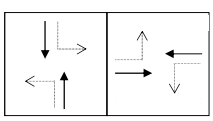
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1		1		1		1								
Dual Entry		1		1		1		1								
Last Car Passage		0		0		0		0								
Conditional Service		0		0		0		0								
No Simultaneous Gap		1		0		1		0								

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **24** **Lone Oak Rd** AT **Wilson St**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length								
Phase 01 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 02 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 03 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 04 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 05 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 06 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 07 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Phase 08 Time/Mode	/__	/__	/__	/__	/__	__ __	/__	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Control Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length								
Phase 01 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 02 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 03 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 04 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 05 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 06 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 07 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Phase 08 Time/Mode	__ __	__ __	__ __	__ __	__ __	__ __	__ __	/__
Offset 1								
Offset 2								
Offset 3								
Offset Pattern Mode								

Codes

Phase Mode : 0 - Actuated 1 - Coord Phase 2 - Min Rec 3 - Max Rec
4 - Ped Rec 5 - Max+Ped Recall 6 - Phase Omitted 7 - Dual Coord Phase

Pattern Mode : 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: Lone Oak Rd AT Wilson St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN	MONTH	3	WEEK	2	
DST: END	MONTH	11	WEEK	1	
COORD CYCLE ZERO		24 : 00	AM		

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	0 / 0 / 0	MAX 2	
2	08 : 00	0 / 0 / 4	Free	
2	14 : 00	0 / 0 / 0	MAX 2	
2	15 : 30	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	0 / 0 / 0	MAX 2	
6	08 : 00	0 / 0 / 4	Free	
6	14 : 00	0 / 0 / 0	MAX 2	
6	15 : 30	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

14 EPAC300 PROGRAM LOG

Prepared By:	JC	Neel-Schaffer, Inc		Date:	9/16/2019
Approved By	TT			Date:	
Intersection ID:	25	Mineral Wells Ave	AT	Jim Adams Dr	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	4	10	7	7		10										
Passage Time	2.0	3.0	2.0	2.0		3.0										
Maximum No 1	15	40	15	25		40										
Maximum No 2	15	50	15	30		50										
Yellow Change	3.5	4.5	4.5	4.0		4.5										
Red Clearance	2.5	1.5	1.5	1.5		1.5										

Density Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7													
Pedestrian Clearance		17	21													

Pedestrian Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

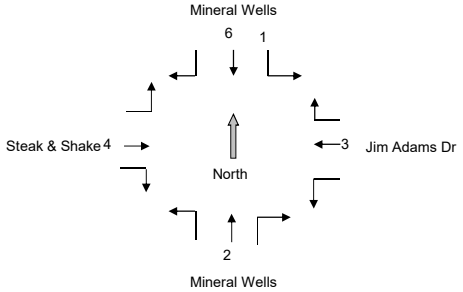
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

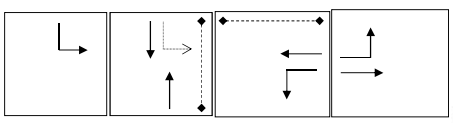
Veh Control — Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	1	0	1	1		0										
Dual Entry	0	1	0	0		1										
Last Car Passage	0	0	0	0		0										
Conditional Service	0	0	0	0		0										
No Simultaneous Gap	1	0	1	1		0										

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



TSM&O
PARIS,TENNESSEE

COORDINATION AND OPERATION

Intersection ID: **25** **Mineral Wells Ave** AT **Jim Adams Dr**

COORD DATA MODE

Control		Codes: 0	1	2	3	4	5
Operation	1	FRE	AUT	MAN	-	-	-
Mode	0	PRM	YLD	PYL	POM	SOM	FAC
Maximum	0	INH	MX1	MX2	-	-	-
Correction	2	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1	BEGIN	END OF GREEN				
Force	1	PLAN	CYCLE TIME				
Max Dwell Time	0	Time in Seconds					
Yield Period	0	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1						

COORD DATA TIMING PLANS

Control Timing Plan	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	115					105		
Phase 01 Time/Mode	18 / 0	/	/	/	/	15 / 0	/	/
Phase 02 Time/Mode	52 / 1	/	/	/	/	45 / 1	/	/
Phase 03 Time/Mode	30 / 0	/	/	/	/	30 / 0	/	/
Phase 04 Time/Mode	15 / 0	/	/	/	/	15 / 0	/	/
Phase 05 Time/Mode	/	/	/	/	/	/	/	/
Phase 06 Time/Mode	70 / 1	/	/	/	/	60 / 1	/	/
Phase 07 Time/Mode	/	/	/	/	/	/	/	/
Phase 08 Time/Mode	/	/	/	/	/	/	/	/
Offset 1	0							
Offset 2						65		
Offset 3								
Offset Pattern Mode	0					0		

Control Timing Plan	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length			135					
Phase 01 Time/Mode			15 / 0					/
Phase 02 Time/Mode			80 / 1					/
Phase 03 Time/Mode			25 / 0					/
Phase 04 Time/Mode			15 / 0					/
Phase 05 Time/Mode			/					/
Phase 06 Time/Mode			95 / 1					/
Phase 07 Time/Mode			/					/
Phase 08 Time/Mode			/					/
Offset 1								
Offset 2								
Offset 3			96					
Offset Pattern Mode			0					

Codes

Phase Mode: 0 - Actuated; 1 - Coord Phase; 2 - Min Rec; 3 - Max Rec; 4 - Ped Rec; 5 - Max+Ped Recall; 6 - Phase Omitted; 7 - Dual Coord Phase

Pattern Mode: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Ac

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green

TSM&O PARIS,TENNESSEE

TIME OF DAY PROGRAMMING

Intersection: Mineral Wells Ave AT Jim Adams Dr

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
DST: END MONTH 11 WEEK 1

COORD CYCLE ZERO 24 : 00 AM

DST: Daylight Savings Timg
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5= Last Week)

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

2	=	3	4	5				
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							
	=							

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	00 : 00	0 / 0 / 4	Free	
1	11 : 00	0 / 0 / 0	MAX 2	
1	17 : 00	0 / 0 / 4	Free	
2	00 : 00	0 / 0 / 4	Free	
2	07 : 00	1 / 1 / 1	AM peak	
2	09 : 30	2 / 2 / 2	MD peak	
2	15 : 00	3 / 3 / 3	PM peak	
2	18 : 30	0 / 0 / 0	MAX 2	
2	21 : 00	0 / 0 / 4	Free	
6	00 : 00	0 / 0 / 4	Free	
6	07 : 00	1 / 1 / 1	AM peak	
6	09 : 30	2 / 2 / 2	MD peak	
6	15 : 00	3 / 3 / 3	PM peak	
6	18 : 30	0 / 0 / 0	MAX 2	
6	21 : 00	0 / 0 / 4	Free	
7	00 : 00	0 / 0 / 4	Free	
7	10 : 00	0 / 0 / 0	MAX 2	
7	18 : 00	0 / 0 / 4	Free	

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN : (D/S/O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Patterm To 0 / 0 / 0

TSM&O PARIS,TENNESSEE

TSM&O
PARIS, TENNESSEE

Appendix I:
FUNCTIONAL LAYOUTS & COST ESTIMATES

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of Transportation

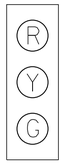
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	1

SIGNAL PHASING DIAGRAM

NOT USED Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	Ø8

-MAX RECALL: ALL PHASES (FIXED TIME)
-FLASHING OPERATION: YELLOW - Ø2, Ø6; RED - Ø4, Ø8

SIGNAL HEADS

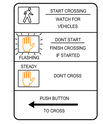


TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8

COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P2,P4,P6,P8

SIGNS



R10-3
9"X12"
A

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

MARKET STREET AT
RUFF STREET
SCALE: 1"=30'

Market St. & Ruff St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	85	$ 20.00	$ 1,700.00
701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	220	$ 12.00	$ 2,640.00
701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	205	$ 31.00	$ 6,355.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	2	$ 390.00	$ 780.00
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	95	$ 15.00	$ 1,425.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	205	$ 30.00	$ 6,150.00
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	20	$ 1.00	$ 20.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	260	$ 1.50	$ 390.00
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	55	$ 6.00	$ 330.00
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 6,500.00	$ 6,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	8	$ 1,200.00	$ 9,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	$ 450.00	$ 1,800.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	370	$ 1.75	$ 647.50
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1030	$ 2.00	$ 2,060.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	70	$ 10.00	$ 700.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	220	$ 24.00	$ 5,280.00
730-12.30	TRENCHING	L.F.	30	$ 15.00	$ 450.00
730-15.07	CABINET (EIGHT PHASE POLE MOUNTED)	EACH	1	$ 12,600.00	$ 12,600.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	2	$ 2,500.00	$ 5,000.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	8	$ 2,500.00	$ 20,000.00
				SUBTOTAL	$ 101,303.50
				CONTINGENCY (15%)	$ 15,195.53
				TOTAL	$ 116,499.03

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	2

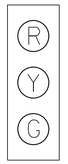
SIGNAL PHASING DIAGRAM

NOT USED Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	Ø8

-MAX RECALL: ALL PHASES (FIXED TIME)

-FLASHING OPERATION: YELLOW - Ø2, Ø6; RED - Ø4, Ø8

SIGNAL HEADS

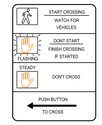


TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8

COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P2,P4,P6,P8

SIGNS



R10-3
9"X12"
A

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.

LEGEND:

REMOVE EXISTING PAVEMENT MARKING.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

MARKET STREET AT
WASHINGTON STREET
SCALE: 1"=30'

9/17/2019 3:25:38 PM
\\neel-schaffer.com\files\Ns\Projects\0010000\0013000\13176 TDOT Planning\06 - Paris TSMO\dgn\2_N Market St & Washington St_Functional Layout.sht

Market St. & Washington St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	110	$ 20.00	$ 2,200.00
701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	590	$ 12.00	$ 7,080.00
701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	595	$ 31.00	$ 18,445.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	5	$ 390.00	$ 1,950.00
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	100	$ 15.00	$ 1,500.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	255	$ 30.00	$ 7,650.00
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	125	$ 1.00	$ 125.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	535	$ 1.50	$ 802.50
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	100	$ 6.00	$ 600.00
716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	1	$ 50.00	$ 50.00
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 6,500.00	$ 6,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	8	$ 1,200.00	$ 9,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	$ 450.00	$ 1,800.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	455	$ 1.75	$ 796.25
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1210	$ 2.00	$ 2,420.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	100	$ 10.00	$ 1,000.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	275	$ 24.00	$ 6,600.00
730-12.30	TRENCHING	L.F.	40	$ 15.00	$ 600.00
730-15.07	CABINET (EIGHT PHASE POLE MOUNTED)	EACH	1	$ 12,600.00	$ 12,600.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	2	$ 2,500.00	$ 5,000.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	8	$ 2,500.00	$ 20,000.00
				SUBTOTAL	$ 124,194.75
				CONTINGENCY (15%)	$ 18,629.21
				TOTAL	$ 142,823.96

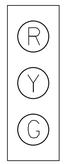
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	3

SIGNAL PHASING DIAGRAM

NOT USED Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	Ø8

-MAX RECALL: ALL PHASES (FIXED TIME)
-FLASHING OPERATION: YELLOW - Ø2, Ø6; RED - Ø4, Ø8

SIGNAL HEADS

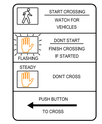


TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8

COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P2,P4,P6,P8

SIGNS



R10-3
9"X12"
A

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.

LEGEND:

REMOVE EXISTING PAVEMENT MARKING.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

WASHINGTON STREET AT POPLAR STREET
SCALE: 1"=30'

Washington St. & Poplar St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	100	$ 20.00	$ 2,000.00
701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	660	$ 12.00	$ 7,920.00
701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	605	$ 31.00	$ 18,755.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	4	$ 390.00	$ 1,560.00
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	90	$ 15.00	$ 1,350.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	255	$ 30.00	$ 7,650.00
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	165	$ 1.00	$ 165.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	570	$ 1.50	$ 855.00
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	90	$ 6.00	$ 540.00
716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	2	$ 50.00	$ 100.00
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 6,500.00	$ 6,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	8	$ 1,200.00	$ 9,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	$ 450.00	$ 1,800.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	465	$ 1.75	$ 813.75
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1220	$ 2.00	$ 2,440.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	95	$ 10.00	$ 950.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	285	$ 24.00	$ 6,840.00
730-12.30	TRENCHING	L.F.	55	$ 15.00	$ 825.00
730-15.07	CABINET (EIGHT PHASE POLE MOUNTED)	EACH	1	$ 12,600.00	$ 12,600.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	2	$ 2,500.00	$ 5,000.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	8	$ 2,500.00	$ 20,000.00
				SUBTOTAL	$ 125,139.75
				CONTINGENCY (15%)	$ 18,770.96
				TOTAL	$ 143,910.71

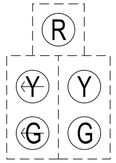
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	4

SIGNAL PHASING DIAGRAM

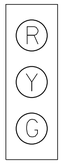
Ø1	Ø2	NOT USED Ø3	Ø4
Ø5	Ø6	NOT USED Ø7	Ø8

-FLASHING OPERATION: YELLOW - 02,06; RED - 04,08
-PROT/PERM LEFT TURN: 01,05

SIGNAL HEADS



TYPE 150
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
1,5

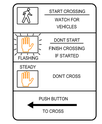


TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8

COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P2,P4,P6,P8

SIGNS



R10-3
9"X12"
A

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.

LEGEND:

REMOVE EXISTING PAVEMENT MARKING.

QUADRAPOLE LOOP DETECTION.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

MARKET STREET AT
WOOD STREET
SCALE: 1"=30'

9/17/2019 3:43:59 PM
\\neel-schaffer.com\files\Ns\Projects\00100001001300013176 TDOT Planning\06 - Paris TSMO\dgn\4_Market St & Wood St_Functional Layout.sht

Market St. & Wood St. Probable Cost

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	140	$ 20.00	$ 2,800.00
701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	615	$ 12.00	$ 7,380.00
701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	595	$ 31.00	$ 18,445.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	5	$ 390.00	$ 1,950.00
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	110	$ 15.00	$ 1,650.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	265	$ 30.00	$ 7,950.00
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	65	$ 1.00	$ 65.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	560	$ 1.50	$ 840.00
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	100	$ 6.00	$ 600.00
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 6,500.00	$ 6,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	6	$ 1,200.00	$ 7,200.00
730-02.17	SIGNAL HEAD ASSEMBLY (150A2H WITH BACKPLATE)	EACH	2	$ 1,800.00	$ 3,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	$ 450.00	$ 1,800.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	635	$ 1.75	$ 1,111.25
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1385	$ 2.00	$ 2,770.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	60	$ 10.00	$ 600.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	285	$ 24.00	$ 6,840.00
730-12.30	TRENCHING	L.F.	45	$ 15.00	$ 675.00
730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	2	$ 250.00	$ 500.00
730-15.07	CABINET (EIGHT PHASE POLE MOUNTED)	EACH	1	$ 12,600.00	$ 12,600.00
730-14.01	SHIELDED DETECTOR CABLE	L.F.	200	$ 1.50	$ 300.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-14.02	SAW SLOT	L.F.	425	$ 3.50	$ 1,487.50
730-14.03	LOOP WIRE	L.F.	1130	$ 1.00	$ 1,130.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	2	$ 2,500.00	$ 5,000.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	8	$ 2,500.00	$ 20,000.00
				SUBTOTAL	$ 130,669.75
				CONTINGENCY (15%)	$ 19,600.46
				TOTAL	$ 150,270.21

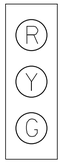
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	5

SIGNAL PHASING DIAGRAM

NOT USED Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	Ø8

-MAX RECALL: ALL PHASES (FIXED TIME)
-FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø4,Ø8

SIGNAL HEADS

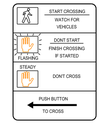


TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8

COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P2,P4,P6,P8

SIGNS



R10-3
9"X12"
A

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.

LEGEND:

REMOVE EXISTING PAVEMENT MARKING.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

WOOD STREET AT
POPLAR STREET
SCALE: 1"=30'

Wood St. & Poplar St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	165	$ 20.00	$ 3,300.00
701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	865	$ 12.00	$ 10,380.00
701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	505	$ 31.00	$ 15,655.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	7	$ 390.00	$ 2,730.00
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	105	$ 15.00	$ 1,575.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	245	$ 30.00	$ 7,350.00
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	90	$ 1.00	$ 90.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	265	$ 1.50	$ 397.50
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	100	$ 6.00	$ 600.00
716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	1	$ 50.00	$ 50.00
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 6,500.00	$ 6,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	8	$ 1,200.00	$ 9,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	$ 450.00	$ 1,800.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	420	$ 1.75	$ 735.00
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1135	$ 2.00	$ 2,270.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	60	$ 10.00	$ 600.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	270	$ 24.00	$ 6,480.00
730-12.30	TRENCHING	L.F.	45	$ 15.00	$ 675.00
730-15.07	CABINET (EIGHT PHASE POLE MOUNTED)	EACH	1	$ 12,600.00	$ 12,600.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	2	$ 2,500.00	$ 5,000.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	8	$ 2,500.00	$ 20,000.00
				SUBTOTAL	$ 125,263.50
				CONTINGENCY (15%)	$ 18,789.53
				TOTAL	$ 144,053.03

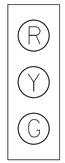
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	6

SIGNAL PHASING DIAGRAM

NOT USED Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	Ø8

-MAX RECALL: ALL PHASES (FIXED TIME)
-FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø4,Ø8

SIGNAL HEADS

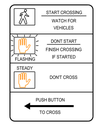


TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8

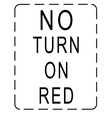
COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P2,P4,P6,P8

SIGNS



R10-3
9"X12"
A



R10-11A
30"X36"
(EXISTING
TO REMAIN)
B

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.
2. FOR NORTHERN BREWER STREET PEDESTRIAN CROSSWALK, INVESTIGATE THE FEASIBILITY OF BULB-OUT TREATMENT TO CREATE MORE TANGENT PEDESTRIAN CROSSING.

LEGEND:

REMOVE EXISTING PAVEMENT MARKING.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

WOOD STREET AT
BREWER STREET
SCALE: 1"=30'

9/17/2019 3:27:50 PM
\\neel-schaffer.com\files\Ns\Projects\001000\001300\13176 TDOT Planning\06 - Paris TSMO\dgn\6_E Wood St & Brewer St_Functional Layout.sht

Wood St. & Brewer St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	70	$ 20.00	$ 1,400.00
701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	365	$ 12.00	$ 4,380.00
701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	375	$ 31.00	$ 11,625.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	4	$ 390.00	$ 1,560.00
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	80	$ 15.00	$ 1,200.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	190	$ 30.00	$ 5,700.00
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	25	$ 1.00	$ 25.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	410	$ 1.50	$ 615.00
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	75	$ 6.00	$ 450.00
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 6,500.00	$ 6,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	8	$ 1,200.00	$ 9,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	$ 450.00	$ 1,800.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	425	$ 1.75	$ 743.75
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	865	$ 2.00	$ 1,730.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	65	$ 10.00	$ 650.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	200	$ 24.00	$ 4,800.00
730-12.30	TRENCHING	L.F.	35	$ 15.00	$ 525.00
730-15.07	CABINET (EIGHT PHASE POLE MOUNTED)	EACH	1	$ 12,600.00	$ 12,600.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	4	$ 2,500.00	$ 10,000.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	8	$ 2,500.00	$ 20,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	286	$ 5.00	$ 1,430.00
				SUBTOTAL	$ 114,209.75
				CONTINGENCY (15%)	$ 17,131.46
				TOTAL	$ 131,341.21

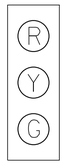
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	7

SIGNAL PHASING DIAGRAM

NOT USED Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	Ø8

-MAX RECALL: ALL PHASES (FIXED TIME)
-FLASHING OPERATION: YELLOW - Ø2 ,Ø6; RED - Ø4, Ø8

SIGNAL HEADS

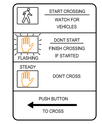


TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8

COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P2,P4,P6,P8

SIGNS



R10-3
9"X12"
A

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

MARKET STREET AT
BLYTHE STREET
SCALE: 1"=30'

Market St. & Blythe St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	210	$ 30.00	$ 6,300.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	435	$ 1.50	$ 652.50
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 6,500.00	$ 6,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	8	$ 1,200.00	$ 9,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	$ 450.00	$ 1,800.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	355	$ 1.75	$ 621.25
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1020	$ 2.00	$ 2,040.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	50	$ 10.00	$ 500.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	245	$ 24.00	$ 5,880.00
730-12.30	TRENCHING	L.F.	35	$ 15.00	$ 525.00
730-15.07	CABINET (EIGHT PHASE POLE MOUNTED)	EACH	1	$ 12,600.00	$ 12,600.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	2	$ 2,500.00	$ 5,000.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	8	$ 2,500.00	$ 20,000.00
				SUBTOTAL	$ 88,894.75
				CONTINGENCY (15%)	$ 13,334.21
				TOTAL	$ 102,228.96

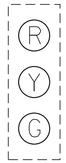
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	8

SIGNAL PHASING DIAGRAM

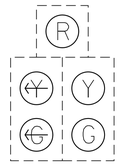
Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	NOT USED Ø8

-PROT/PERM LEFT-TURN: Ø1
-MIN RECALL: Ø2,Ø6
-FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø4

SIGNAL HEADS

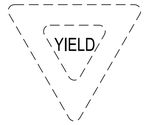


TYPE 130
12" L.E.D.
(EXISTING
TO REMAIN)
2,4,6

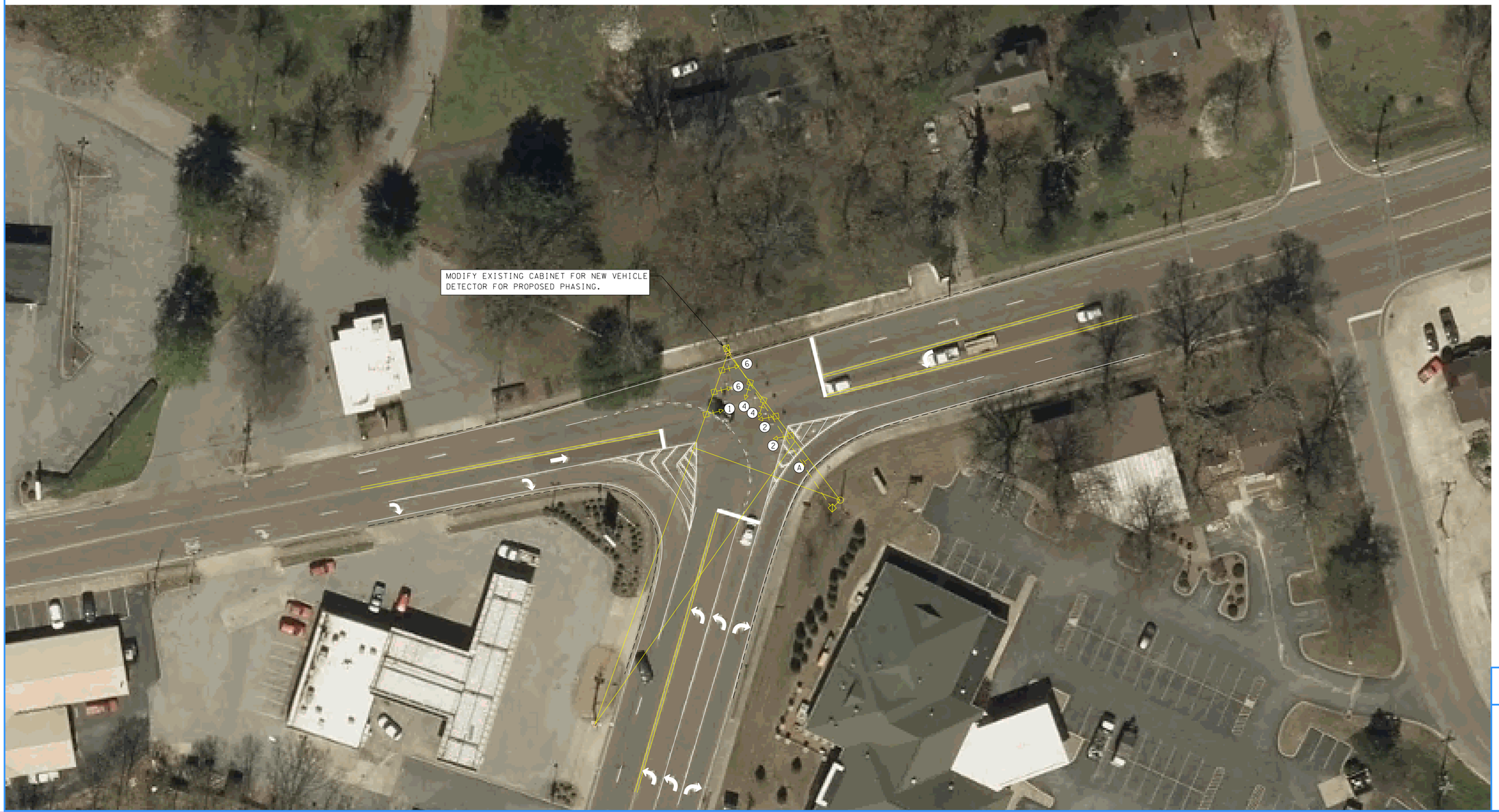


TYPE 150A2L
12" L.E.D.
(EXISTING
TO REMAIN)
1

SIGNS



R1-2
36"X36"X36"
(EXISTING
TO REMAIN)
A



CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

WOOD STREET AT TYSON AVENUE

SCALE: 1"=30'

9/17/2019 3:28:55 PM \\neel-schaffer.com\files\Ns\Projects\0010000\0013000\13176 TDOT Planning\06 - Paris TSMO\dgn\8_E Wood St & Tyson Ave_Functional Layout.sht

Wood St. & Tyson Ave. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	300	$ 2.00	$ 600.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	$ 3,500.00	$ 3,500.00
730-15.11	MODIFY CABINET (INSTALL EIGHT PHASE ACTUATED CONTROLLER)	EACH	1	$ 5,500.00	$ 5,500.00
730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	4	$ 250.00	$ 1,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	195	$ 5.00	$ 973.50
				SUBTOTAL	$ 17,673.50
			CONTINGENCY (15%)		$ 2,651.03
				TOTAL	$ 20,324.53

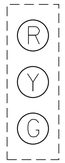
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	9

SIGNAL PHASING DIAGRAM

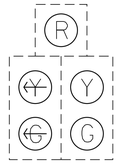
Ø1	Ø2	NOT USED Ø3	Ø4
Ø5	NOT USED Ø6	NOT USED Ø7	NOT USED Ø8

-PROT/PERM LEFT-TURN: Ø1
-MIN RECALL: Ø2,Ø5
-FLASHING OPERATION: YELLOW - Ø2,Ø5; RED - Ø4
-DUAL ENTRY: Ø2,Ø5

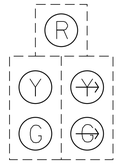
SIGNAL HEADS



TYPE 130
12" L.E.D.
(EXISTING
TO REMAIN)
2,4,5



TYPE 150A2L
12" L.E.D.
(EXISTING
TO REMAIN)
1



TYPE 150A2R
12" L.E.D.
(EXISTING
TO REMAIN)
1A

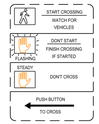
COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P2,P4

VERBAL PEDESTRIAN
SIGNAL HEAD
(EXISTING TO
BE REMOVED)

P2,P4

SIGNS



R10-3
9"X12"
(EXISTING
TO REMAIN)
A

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.

LEGEND:

REMOVE EXISTING PAVEMENT MARKING.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

WOOD STREET AT
VOLUNTEER DRIVE
SCALE: 1"=30'

9/17/2019 3:29:25 PM
\\neel-schafer.com\files\Nsl\Projects\001000\001300\13176 TDOT Planning\06 - Paris TSMO\dgn\9_E Wood St & Volunteer Dr_Functional Layout.sht

Wood St. & Volunteer Dr. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	130	$ 30.00	$ 3,891.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	285	$ 1.50	$ 427.35
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	20	$ 6.00	$ 121.50
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 4,500.00	$ 4,500.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	$ 3,500.00	$ 3,500.00
730-15.11	MODIFY CABINET (INSTALL EIGHT PHASE ACTUATED CONTROLLER)	EACH	1	$ 5,500.00	$ 5,500.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	4	$ 2,500.00	$ 10,000.00
				SUBTOTAL	$ 35,065.85
				CONTINGENCY (15%)	$ 5,259.88
				TOTAL	$ 40,325.73

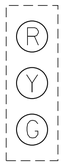
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	10

SIGNAL PHASING DIAGRAM

NOT USED Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	Ø8

-MIN RECALL: Ø4,Ø8
-FLASHING OPERATION: YELLOW - Ø4,Ø8; RED - Ø2,Ø6
-DUAL ENTRY: Ø4,Ø8

SIGNAL HEADS

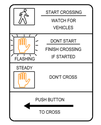


TYPE 130
12" L.E.D.
(EXISTING
TO REMAIN)
2,4,6,8

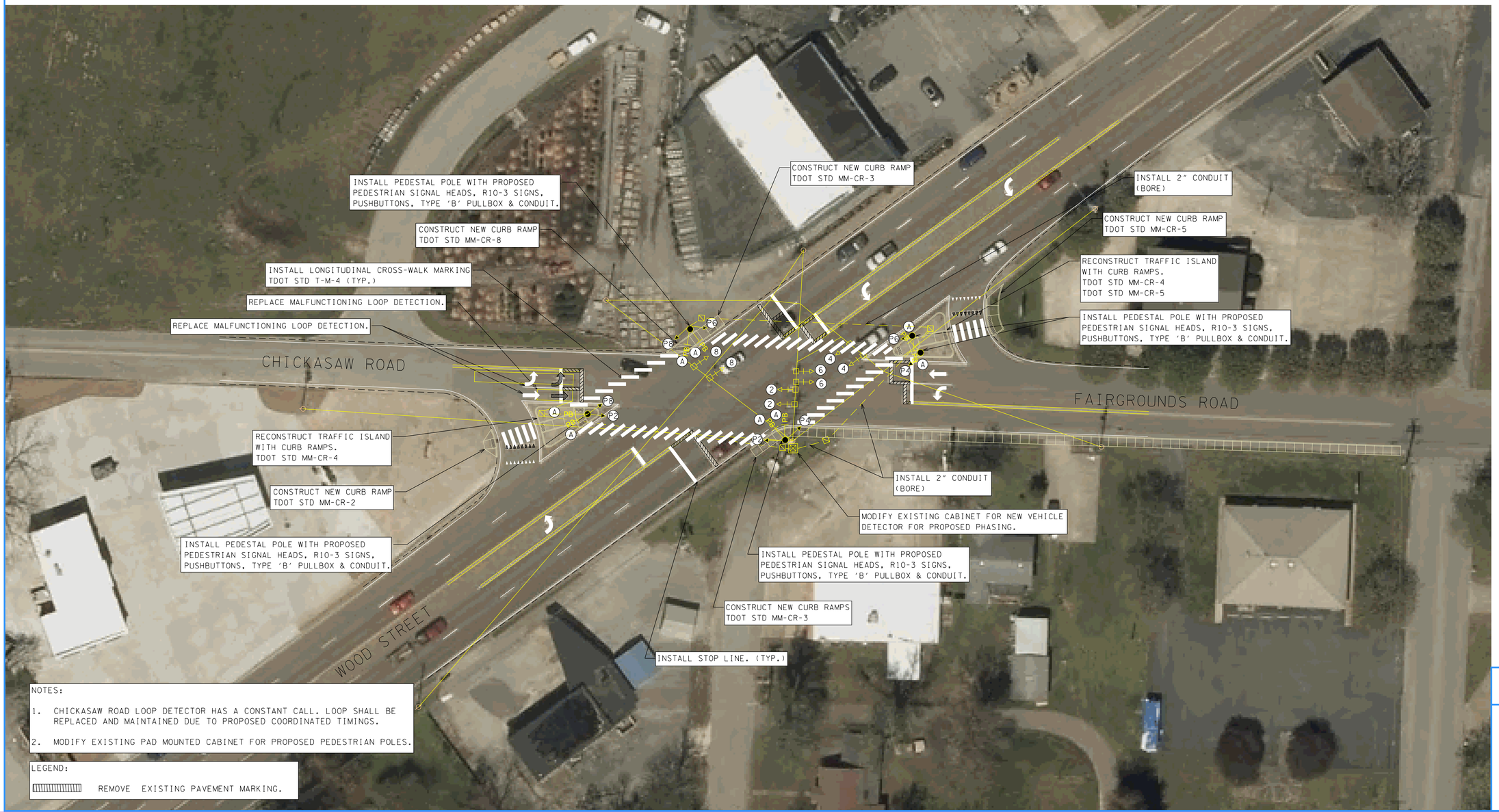
COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P2,P4,P6,P8

SIGNS



R10-3
9"X12"
A



NOTES:

1. CHICKASAW ROAD LOOP DETECTOR HAS A CONSTANT CALL. LOOP SHALL BE REPLACED AND MAINTAINED DUE TO PROPOSED COORDINATED TIMINGS.

2. MODIFY EXISTING PAD MOUNTED CABINET FOR PROPOSED PEDESTRIAN POLES.

LEGEND:

REMOVE EXISTING PAVEMENT MARKING.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

WOOD STREET AT FAIRGROUNDS ROAD/ CHICKASAW ROAD
SCALE: 1"=30'

9/23/2019 1:11:59 PM
\\neel-schaffer.com\files\Ns\Projects\00100001\00130001\13176 TDOT Planning\06 - Paris TSMO\dgn\10_E Wood St & Fairgrounds_Chickasaw Rd_Functional Layout.sht

Wood St. & Fairgrounds Rd /Chickasaw Rd. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	405	$ 12.00	$ 4,860.00
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	4	$ 390.00	$ 1,560.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	4	$ 250.00	$ 1,000.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	125	$ 15.00	$ 1,875.00
730-14.01	SHIELDED DETECTOR CABLE	L.F.	140	$ 1.50	$ 209.40
730-14.02	SAW SLOT	L.F.	210	$ 3.50	$ 735.00
730-14.03	LOOP WIRE	L.F.	525	$ 1.00	$ 524.50
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	415	$ 30.00	$ 12,441.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	$ 3,500.00	$ 3,500.00
730-15.11	MODIFY CABINET (INSTALL EIGHT PHASE ACTUATED CONTROLLER)	EACH	1	$ 5,500.00	$ 5,500.00
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	125	$ 1.00	$ 125.20
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	300	$ 5.00	$ 1,500.00
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	120	$ 6.00	$ 718.20
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	5	$ 450.00	$ 2,250.00
730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	265	$ 1.50	$ 397.50
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	735	$ 1.75	$ 1,285.90
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	870	$ 2.00	$ 1,739.40
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	95	$ 10.00	$ 954.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	395	$ 24.00	$ 9,468.00
730-12.30	TRENCHING	L.F.	95	$ 15.00	$ 1,431.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	5	$ 2,500.00	$ 12,500.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	8	$ 2,500.00	$ 20,000.00
701-02.03	CONCRETE CURB RAMP	S.F.	520	$ 24.00	$ 12,480.00
				SUBTOTAL	$ 104,180.10
				CONTINGENCY (15%)	$ 15,627.02
				TOTAL	$ 119,807.12

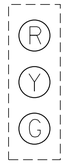
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	11

SIGNAL PHASING DIAGRAM

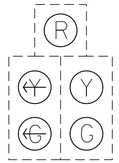
Ø1	Ø2	Ø3	NOT USED Ø4
Ø5	Ø6	NOT USED Ø7	NOT USED Ø8

-PROT/PERM LEFT-TURN: Ø1,Ø5
-MIN RECALL: Ø2,Ø6
-FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø3
-DUAL ENTRY: Ø2,Ø6

SIGNAL HEADS



TYPE 130
12" L.E.D.
(EXISTING
TO REMAIN)
2,3,6

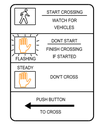


TYPE 150A2L
12" L.E.D.
(EXISTING
TO REMAIN)
1,5

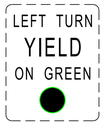
COUNTDOWN PEDESTRIAN
SIGNAL HEAD

P3

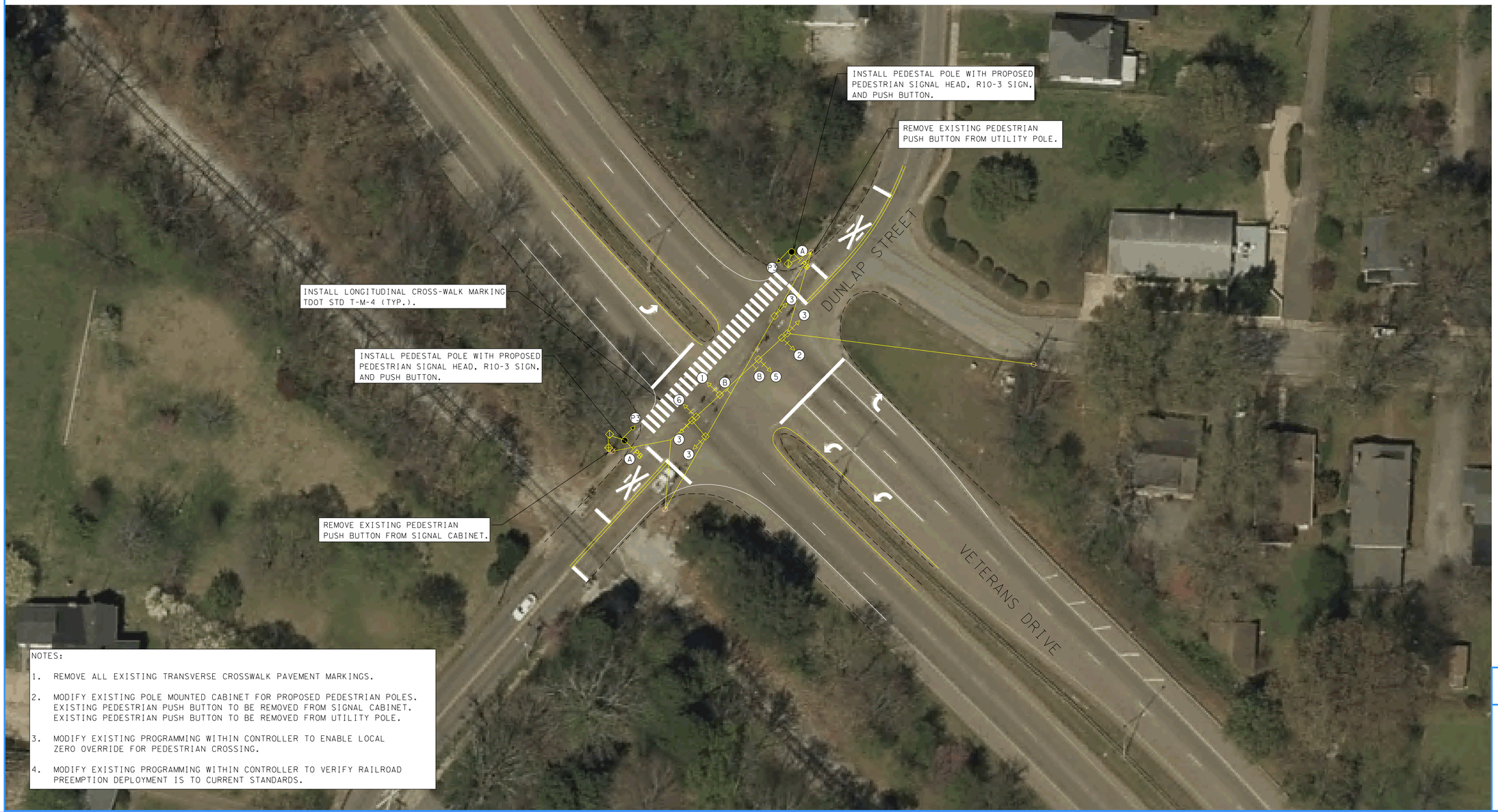
SIGNS



R10-3
9"X12"
A



R10-12
30"X36"
(EXISTING
TO REMAIN)
B



NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.
2. MODIFY EXISTING POLE MOUNTED CABINET FOR PROPOSED PEDESTRIAN POLES. EXISTING PEDESTRIAN PUSH BUTTON TO BE REMOVED FROM SIGNAL CABINET. EXISTING PEDESTRIAN PUSH BUTTON TO BE REMOVED FROM UTILITY POLE.
3. MODIFY EXISTING PROGRAMMING WITHIN CONTROLLER TO ENABLE LOCAL ZERO OVERRIDE FOR PEDESTRIAN CROSSING.
4. MODIFY EXISTING PROGRAMMING WITHIN CONTROLLER TO VERIFY RAILROAD PREEMPTION DEPLOYMENT IS TO CURRENT STANDARDS.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

VETERANS DRIVE AT
DUNLAP STREET
SCALE: 1"=30'

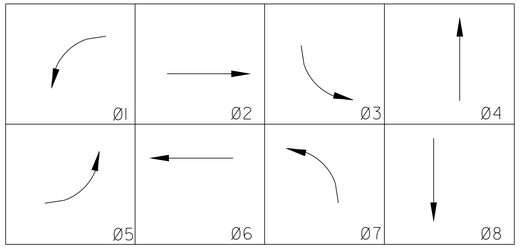
9/17/2019 3:30:21 PM
\\neel-schaffer.com\files\Ns\Projects\00100001\00130001\13176 TDOT Planning\06 - Paris TSMO\dgn\11_Veterans Dr & Dunlap St_Functional Layout.sht

Veterans Dr. & Dunlap St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	125	$ 30.00	$ 3,762.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	275	$ 1.50	$ 412.05
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 2,500.00	$ 2,500.00
730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	365	$ 1.50	$ 547.80
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	380	$ 1.75	$ 665.35
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	$ 3,500.00	$ 3,500.00
730-15.11	MODIFY CABINET (INSTALL EIGHT PHASE ACTUATED CONTROLLER)	EACH	1	$ 5,500.00	$ 5,500.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	2	$ 2,500.00	$ 5,000.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	2	$ 2,500.00	$ 5,000.00
				SUBTOTAL	$ 32,987.20
			CONTINGENCY (15%)		$ 4,948.08
				TOTAL	$ 37,935.28

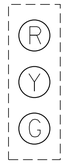
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	12

SIGNAL PHASING DIAGRAM

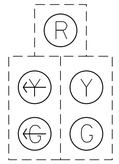


-PROT/PERM LEFT-TURN: Ø3,Ø5,Ø7
-PROT LEFT-TURN: Ø1
-MIN RECALL: Ø2,Ø6
-FLASHING OPERATION: YELLOW - Ø4,Ø8; RED - Ø2,Ø6
-DUAL ENTRY: Ø2,Ø4,Ø6,Ø8

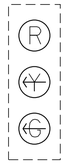
SIGNAL HEADS



TYPE 130
12" L.E.D.
(EXISTING
TO REMAIN)
2,4,6,8

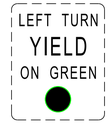


TYPE 150A2L
12" L.E.D.
(EXISTING
TO REMAIN)
3,5,7

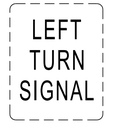


TYPE 130A2L
12" L.E.D.
(EXISTING
TO REMAIN)
1

SIGNS

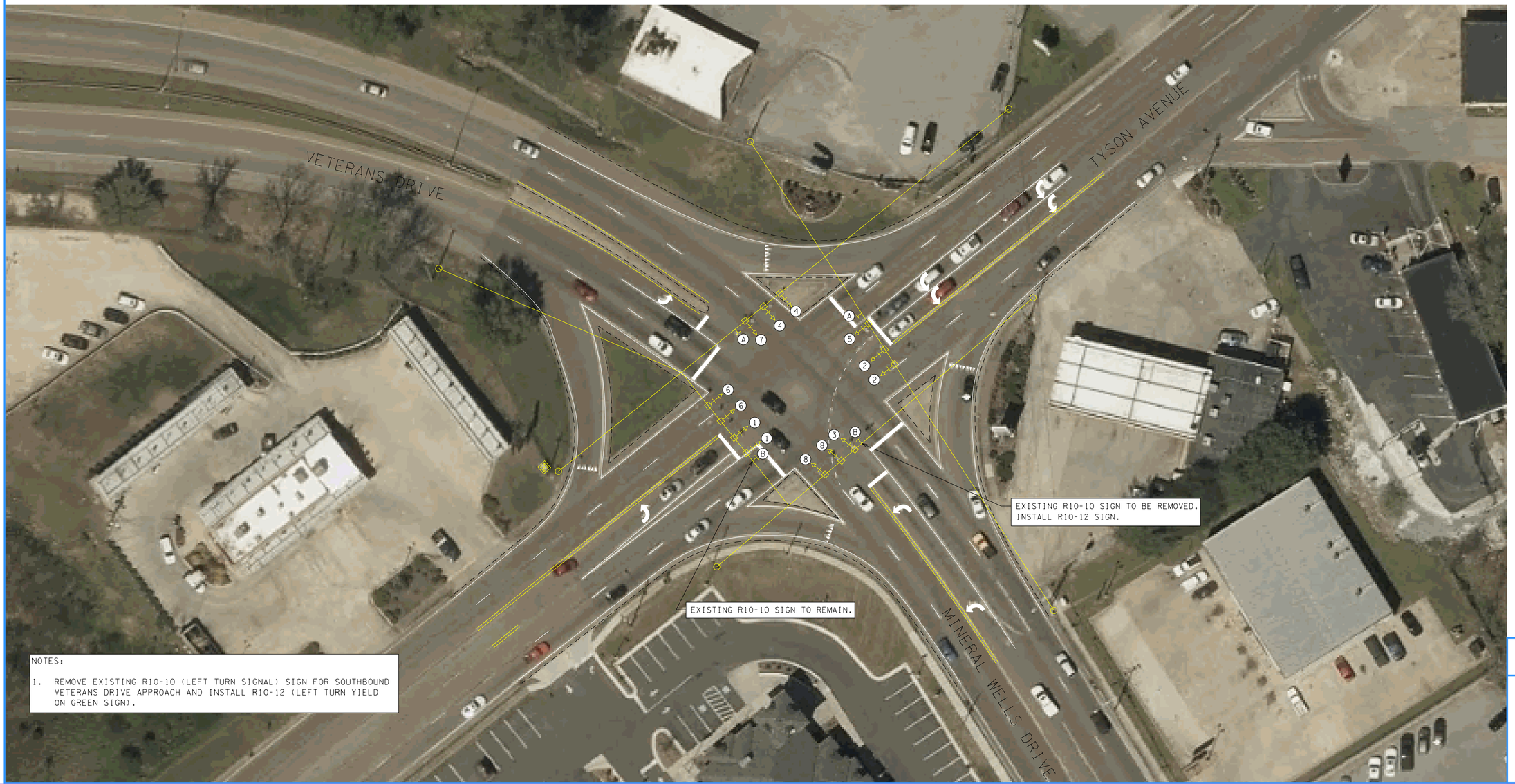


R10-12
30"X36"
(EXISTING
TO REMAIN)
A



R10-10
30"X36"
(EXISTING)
B

R10-12
30"X36"
B



NOTES:

1. REMOVE EXISTING R10-10 (LEFT TURN SIGNAL) SIGN FOR SOUTHBOUND VETERANS DRIVE APPROACH AND INSTALL R10-12 (LEFT TURN YIELD ON GREEN SIGN).

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

VETERANS DRIVE &
MINERAL WELLS DRIVE AT
TYSON AVENUE
SCALE: 1"=30'

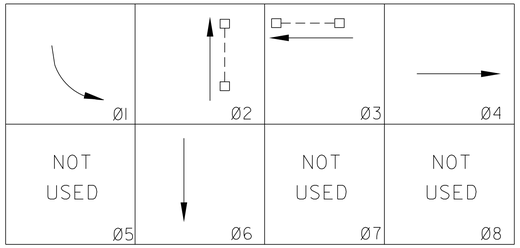
9/17/2019 3:30:56 PM
\\neel-schaffer.com\files\Ns\Projects\00100001\00130001\13176 TDOT Planning\06 - Paris TSMO\dgn\12_Veterans Dr & Tyson Ave_Functional Layout.sht

Veterans Dr/Mineral Wells Dr. & Tyson Ave. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	$ 3,500.00	$ 3,500.00
730-15.11	MODIFY CABINET (INSTALL EIGHT PHASE ACTUATED CONTROLLER)	EACH	1	$ 5,500.00	$ 5,500.00
713-16.20	SIGNS (R10-12)	EACH	1	$ 300.00	$ 300.00
713-16.50	REMOVE AND REPLACE SIGN (REMOVE R10-10, INSTALL R10-12)	EACH	1	$ 200.00	$ 200.00
				SUBTOTAL	$ 12,000.00
			CONTINGENCY (15%)		$ 1,800.00
				TOTAL	$ 13,800.00

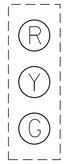
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	13

SIGNAL PHASING DIAGRAM

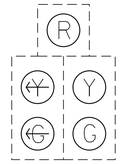


-PROT/PERM LEFT-TURN: Ø1
-MIN RECALL: Ø2,Ø6
-FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø3,Ø4
-DUAL ENTRY: Ø2,Ø6

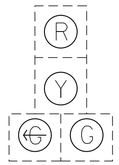
SIGNAL HEADS



TYPE 130
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
2,3,4,6



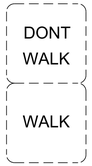
TYPE 150A2L
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
1



TYPE 150A2L
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
3A,4A

COUNTDOWN PEDESTRIAN
SIGNAL HEAD

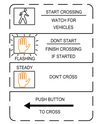
P2,P3



VERBAL PEDESTRIAN
SIGNAL HEAD
(EXISTING TO
BE REMOVED)

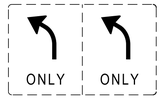
P2,P3

SIGNS

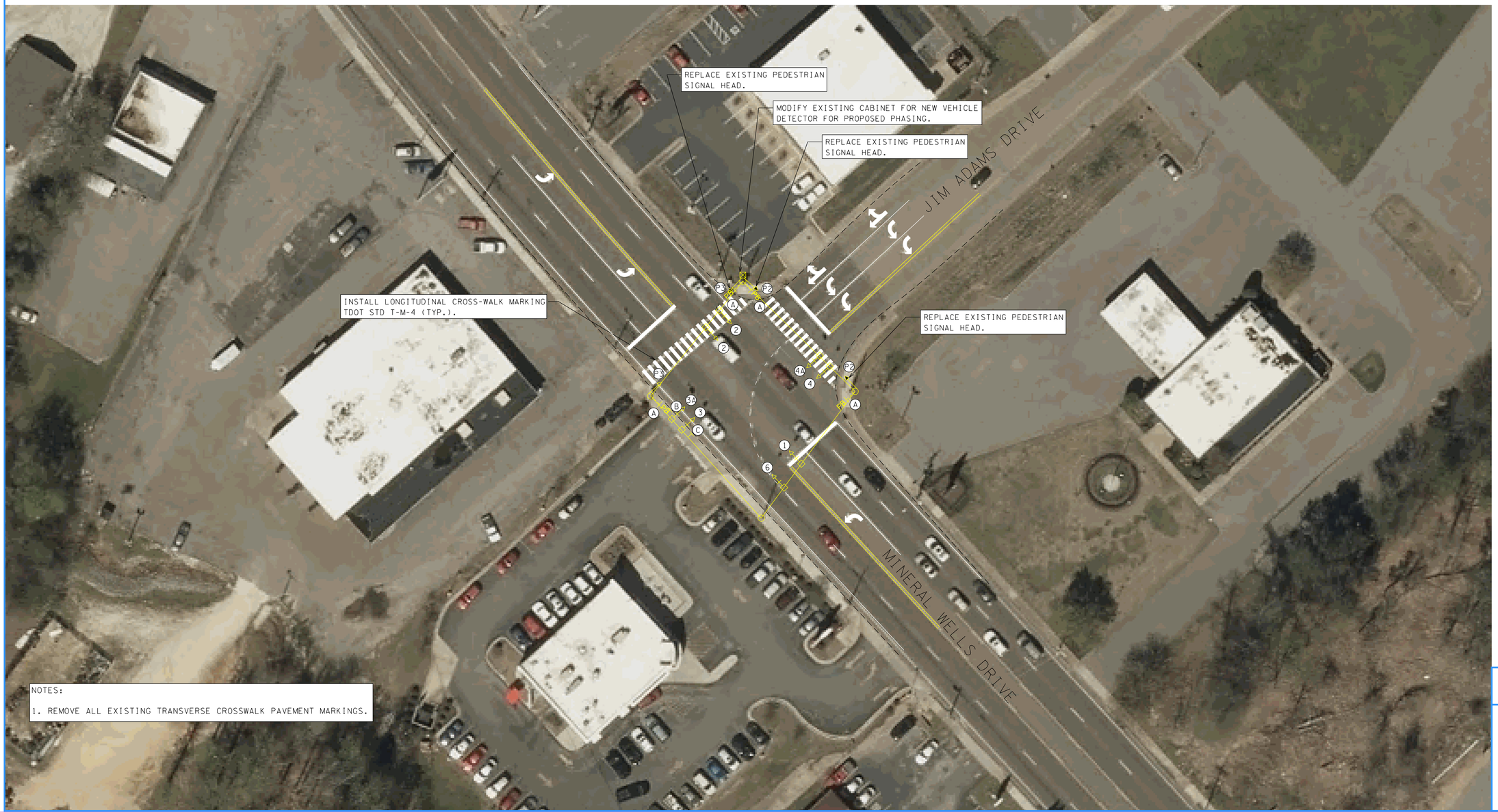


R10-3
9"X12"
(EXISTING
TO REMAIN)
A

R3-6
30"X36"
(EXISTING
TO REMAIN)
B



R3-5L
30"X36"
(EXISTING
TO REMAIN)
C



NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

MINERAL WELLS DRIVE AT
JIM ADAMS DRIVE
SCALE: 1"=30'

Mineral Wells Dr. & Jim Adams Dr. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	140	$ 30.00	$ 4,194.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	290	$ 1.50	$ 435.60
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	180	$ 2.00	$ 360.80
730-13.05	VEHICLE DETECTOR (EXT. CALL-DELAY CALL)	EACH	5	$ 250.00	$ 1,250.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	$ 3,500.00	$ 3,500.00
730-15.11	MODIFY CABINET (INSTALL EIGHT PHASE ACTUATED CONTROLLER)	EACH	1	$ 5,500.00	$ 5,500.00
730-26.04	AUDIBLE PEDESTRIAN SIGNAL	EACH	1	$ 1,500.00	$ 1,500.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	2	$ 2,500.00	$ 5,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	98	$ 5.00	$ 489.50
				SUBTOTAL	$ 28,329.90
				CONTINGENCY (15%)	$ 4,249.49
				TOTAL	$ 32,579.39

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	14

SIGNAL PHASING DIAGRAM

Ø1	Ø2	Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	NOT USED Ø8

-PROT/PERM LEFT-TURN: Ø1,Ø3,Ø4
-MIN RECALL: Ø2,Ø6
-FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø3,Ø4
-DUAL ENTRY: Ø2,Ø6

SIGNAL HEADS

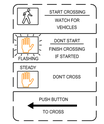
TYPE 130
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
2,3,4,6

TYPE 150A2L
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
1,3A,4A

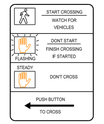
COUNTDOWN PEDESTRIAN
SIGNAL HEAD
(EXISTING
TO REMAIN)
P2,P4

COUNTDOWN PEDESTRIAN
SIGNAL HEAD
P3

SIGNS



R10-3
9"X12"
(EXISTING
TO REMAIN)
A



R10-3
9"X12"
B

N

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.
2. MODIFY EXISTING BASE MOUNTED CABINET FOR PROPOSED PEDESTRIAN EQUIPMENT.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

MEMORIAL DRIVE AT
VOLUNTEER DRIVE
SCALE: 1"=30'

Memorial Dr. & Volunteer Dr. Probable Cost

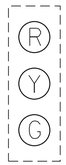
ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	200	$ 30.00	$ 6,006.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	400	$ 1.50	$ 600.45
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 4,500.00	$ 4,500.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	1	$ 450.00	$ 450.00
730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	113	$ 1.50	$ 169.95
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	125	$ 1.75	$ 219.45
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	95	$ 24.00	$ 2,268.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	$ 3,500.00	$ 3,500.00
730-15.11	MODIFY CABINET (INSTALL EIGHT PHASE ACTUATED CONTROLLER)	EACH	1	$ 5,500.00	$ 5,500.00
730-26.04	AUDIBLE PEDESTRIAN SIGNAL	EACH	1	$ 1,500.00	$ 1,500.00
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	2	$ 2,500.00	$ 5,000.00
				SUBTOTAL	$ 35,813.85
				CONTINGENCY (15%)	$ 5,372.08
				TOTAL	$ 41,185.93

SIGNAL PHASING DIAGRAM

NOT USED Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	Ø8

-MIN RECALL: Ø4,Ø8
-FLASHING OPERATION: YELLOW - Ø4,Ø8; RED - Ø2,Ø6
-DUAL ENTRY: Ø2,Ø4,Ø6,Ø8

SIGNAL HEADS



TYPE 130
12" L.E.D.
(EXISTING
TO REMAIN)
2,4,6,8

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	15

N

NOTES:

1. DUE TO INTERSECTION BEING ISOLATED AND CABINET UPGRADE, LOOP DETECTION IS PROPOSED FOR ALL APPROACHES.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

LONE OAK ROAD AT
WILSON STREET
SCALE: 1"=30'

Lone Oak Rd. & Wilson St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	70	$ 15.00	$ 1,051.50
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	$ 450.00	$ 1,800.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	180	$ 2.00	$ 360.80
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	50	$ 8.00	$ 396.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	130	$ 10.00	$ 1,298.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	55	$ 24.00	$ 1,312.80
730-12.30	TRENCHING	L.F.	110	$ 15.00	$ 1,644.00
730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	4	$ 250.00	$ 1,000.00
730-14.01	SHIELDED DETECTOR CABLE	L.F.	925	$ 1.50	$ 1,387.50
730-14.02	SAW SLOT	L.F.	820	$ 3.50	$ 2,868.25
730-14.03	LOOP WIRE	L.F.	2360	$ 1.00	$ 2,359.50
730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1	$ 14,040.00	$ 14,040.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	225	$ 5.00	$ 1,127.00
				SUBTOTAL	$ 47,521.35
			CONTINGENCY (15%)		$ 7,128.20
				TOTAL	$ 54,649.55

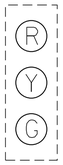
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT	2019	13176.006	16

SIGNAL PHASING DIAGRAM

NOT USED Ø1	→ Ø2	NOT USED Ø3	↑ Ø4
NOT USED Ø5	← Ø6	NOT USED Ø7	↓ Ø8

-MIN RECALL: Ø2,Ø6
-FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø4,Ø8
-DUAL ENTRY: Ø2,Ø4,Ø6,Ø8

SIGNAL HEADS



TYPE 130
12" L.E.D.
(EXISTING
TO REMAIN)
2,4,6,8

NOTES:

1. REMOVE ALL EXISTING TRANSVERSE CROSSWALK PAVEMENT MARKINGS.
2. DUE TO INTERSECTION BEING ISOLATED AND CABINET UPGRADE, LOOP DETECTION IS PROPOSED FOR ALL APPROACHES.

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

WOOD STREET AT IRVINE STREET

SCALE: 1"=30'

9/17/2019 3:32:59 PM
\\neel-schaffer.com\files\Ns\Projects\00100001\00130001\13176 TDOT Planning\06 - Paris TSMO\dgn\16_W Wood St & Irvine St_Functional Layout.sht

Wood St. & Irvine St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
712-06	SIGNS (CONSTRUCTION)	S.F.	114	$ 9.00	$ 1,026.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	85	$ 15.00	$ 1,280.40
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	95	$ 30.00	$ 2,862.00
716-08.03	REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	185	$ 1.50	$ 277.20
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	$ 450.00	$ 1,800.00
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	125	$ 2.00	$ 250.40
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	40	$ 8.00	$ 316.80
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	50	$ 10.00	$ 503.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	185	$ 24.00	$ 4,442.40
730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	4	$ 250.00	$ 1,000.00
730-14.01	SHIELDED DETECTOR CABLE	L.F.	355	$ 1.50	$ 532.50
730-14.02	SAW SLOT	L.F.	1260	$ 3.50	$ 4,408.25
730-14.03	LOOP WIRE	L.F.	3590	$ 1.00	$ 3,590.00
730-15.07	CABINET (EIGHT PHASE POLE MOUNTED)	EACH	1	$ 12,600.00	$ 12,600.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	75	$ 5.00	$ 372.50
				SUBTOTAL	$ 51,111.45
				CONTINGENCY (15%)	$ 7,666.72
				TOTAL	$ 58,778.17

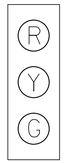
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2019	13176.006	17

SIGNAL PHASING DIAGRAM

NOT USED Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	Ø8

-MAX RECALL: Ø2, Ø6
-FLASHING OPERATION: YELLOW - Ø2, Ø6; RED - Ø4, Ø8
-DUAL ENTRY: Ø4, Ø8

SIGNAL HEADS



TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8

CITY OF PARIS TSM&O

FUNCTIONAL LAYOUT

E. WOOD STREET AT LAKE STREET
SCALE: 1"=30'

9/17/2019 3:33:29 PM
\\neel-schaffer.com\files\Ns\Projects\00100001001300013176 TDOT Planning\06 - Paris TSMO\dgn\17_E Wood St at Lake St.sht

Wood St. & Lake St. Probable Cost

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	$ 2,500.00	$ 2,500.00
717-01	MOBILIZATION	LS	1	$ 3,600.00	$ 3,600.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	$ 6,500.00	$ 6,500.00
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	3	$ 450.00	$ 1,350.00
730-05.04	MODIFY EXISTING ELECTRICAL SERVICE CONNECTION	EACH	1	$ 1,750.00	$ 1,750.00
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	15	$ 8.00	$ 123.20
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	220	$ 10.00	$ 2,200.00
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	75	$ 24.00	$ 1,788.00
730-12.30	TRENCHING	L.F.	65	$ 15.00	$ 970.50
730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	2	$ 250.00	$ 500.00
730-14.01	SHIELDED DETECTOR CABLE	L.F.	95	$ 1.50	$ 143.10
730-14.02	SAW SLOT	L.F.	390	$ 3.50	$ 1,366.05
730-14.03	LOOP WIRE	L.F.	1180	$ 1.00	$ 1,180.30
730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1	$ 14,040.00	$ 14,040.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	$ 5,000.00	$ 5,000.00
730-19.01	TIME BASE COORDINATION UNIT	EACH	1	$ 3,000.00	$ 3,000.00
				SUBTOTAL	$ 46,011.15
				CONTINGENCY (15%)	$ 6,901.67
				TOTAL	$ 52,912.82

Intersection	Action Plan	Planning Level Cost Estimate
Ruff Street & Market Street	ADA Improvements, Pedestrian and Signal Upgrade	$ 116,499.03
Washington Street & Market Street	ADA Improvements, Pedestrian and Signal Upgrade	$ 142,823.96
Washington Street & Poplar Street	ADA Improvements, Pedestrian and Signal Upgrade	$ 143,910.71
Wood Street & Market Street	ADA Improvements, Pedestrian and Signal Upgrade	$ 150,270.21
Wood Street & Poplar Street	ADA Improvements, Pedestrian and Signal Upgrade	$ 144,053.03
Wood Street & Brewer Street	ADA Improvements, Pedestrian and Signal Upgrade	$ 131,341.21
Blythe Street & Market Street	ADA Improvements, Pedestrian and Signal Upgrade	$ 102,228.96
Wood Street & Tyson Avenue	Operational Improvement	$ 20,324.53
Wood Street & Volunteer Drive	Pedestrian Upgrade	$ 40,325.73
Wood Street & Chickasaw/Fairgrounds	Operational Improvement	$ 119,807.12
Veterans Drive & Dunlap Street	Pedestrian Upgrade	$ 37,935.28
Veterans Drive & Tyson Avenue	Sign Replacement and Operational Improvement	$ 13,800.00
Mineral Wells & Jim Adams	Pedestrian Upgrade	$ 32,579.39
Memorial Drive & Volunteer	Pedestrian Upgrade	$ 41,185.93
Lone Oak & Wilson	Signal Upgrade and Operational Improvement	$ 54,649.55
Wood Street & Irvine Street	Signal Upgrade and Operational Improvement	$ 58,778.17
Wood Street & Lake Street	Signal Upgrade and Operational Improvement	$ 52,912.82
City-wide Improvements	Equipment Upgrades and Operational Improvement	$ 48,222.56
Paris TSMO	**Full Implementation of all Proposed Improvements**	**$ 1,451,648.19**

Phase Priority	Location of Phase	Planning Level Cost Estimate
Phase 1A	Downtown CBD Area - Market Street except Ruff/Market	$ 395,323.13
Phase 1B	Downtown CBD Area - Remaining Intersections	$ 535,803.98
Phase 2	Mineral Wells Ave/Veterans Drive	$ 91,326.42
Phase 3	East Wood Street	$ 238,835.54
Phase 4	Isolated Intersections (Lone Oak/Memorial/Irvine)	$ 190,359.12
Paris TSMO	**Full Implementation of all Proposed Improvements**	**$ 1,451,648.19**

Phase Priority	Location of Phase	Planning Level Cost Estimate
Phase 1A	Downtown CBD Area - Market Street except Ruff/Market	$ 395,300.00
Phase 1B	Downtown CBD Area - Remaining Intersections	$ 535,800.00
Phase 2	Mineral Wells Ave/Veterans Drive	$ 91,400.00
Phase 3	East Wood Street	$ 238,900.00
Phase 4	Isolated Intersections (Lone Oak/Memorial/Irvine)	$ 190,400.00
Paris TSMO	**Full Implementation of all Proposed Improvements**	**$ 1,451,800.00**

Transportation Systems Management and Operations Study

OCTOBER 2019

Prepared on behalf of the
City of Paris, TN by:

NEEL-SCHAFFER
Solutions you can build upon

in cooperation with

TN TDOT
Department of Transportation