

**APPENDIX E:  
TRAFFIC AND TRANSPORTATION**

## GENERAL INFORMATION

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

## INTERSECTION INFORMATION

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Central Avenue (NYS Route 5)	
	STREET (N-S):	Colvin Avenue/Westgate Plaza Driveway	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM	TO 2:00 PM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

## NOTES:

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

## TRAFFIC VOLUMES

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	90	26	116	15	64	1	80	12	3	9	24	9	9	4	22
7:15 AM - 7:30 AM	1	124	26	151	15	74	0	89	19	6	6	31	4	7	1	12
7:30 AM - 7:45 AM	0	148	34	182	12	96	0	108	27	5	12	44	1	9	3	13
7:45 AM - 8:00 AM	0	156	44	200	20	128	2	150	42	9	8	59	8	2	1	11
8:00 AM - 8:15 AM	3	156	43	202	22	120	1	143	35	6	22	63	10	4	4	18
8:15 AM - 8:30 AM	4	176	40	220	21	105	11	137	31	5	22	58	6	2	1	9
8:30 AM - 8:45 AM	4	150	40	194	23	97	9	129	38	15	13	66	17	6	1	24
8:45 AM - 9:00 AM	3	117	42	162	20	117	2	139	29	3	21	53	17	7	7	31
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	156	44	200	20	128	2	150	42	9	8	59	8	2	1	11
8:00 AM - 8:15 AM	3	156	43	202	22	120	1	143	35	6	22	63	10	4	4	18
8:15 AM - 8:30 AM	4	176	40	220	21	105	11	137	31	5	22	58	6	2	1	9
8:30 AM - 8:45 AM	4	150	40	194	23	97	9	129	38	15	13	66	17	6	1	24
Peak Hour Total	11	638	167	816	86	450	23	559	146	35	65	246	41	14	7	62
Peak 15 Minute Vol	4	176	44	220	23	128	11	150	42	15	22	66	17	6	4	24
Calculated PHF	0.69	0.91	0.95	0.93	0.93	0.88	0.52	0.93	0.87	0.58	0.74	0.93	0.60	0.58	0.44	0.65
DOT Effective PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.80	0.80	0.80	0.80
Peak Period HV %	0%	7%	2%	6%	6%	8%	12%	8%	1%	0%	2%	1%	1%	2%	0%	1%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	10	131	49	190	36	188	12	236	43	19	22	84	28	24	7	59
4:15 PM - 4:30 PM	5	134	49	188	34	198	5	237	66	26	23	115	29	37	10	76
4:30 PM - 4:45 PM	8	137	45	190	42	202	8	252	52	22	30	104	46	25	12	83
4:45 PM - 5:00 PM	7	155	58	220	44	189	10	243	63	32	27	122	39	18	10	67
5:00 PM - 5:15 PM	7	137	53	197	39	157	7	203	67	32	33	132	42	23	12	77
5:15 PM - 5:30 PM	5	160	55	220	40	191	11	242	68	23	26	117	31	32	9	72
5:30 PM - 5:45 PM	7	148	80	235	30	174	9	213	49	21	19	89	40	20	7	67
5:45 PM - 6:00 PM	12	132	46	190	28	133	4	165	33	19	13	65	40	29	9	78
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	10	131	49	190	36	188	12	236	43	19	22	84	28	24	7	59
4:15 PM - 4:30 PM	5	134	49	188	34	198	5	237	66	26	23	115	29	37	10	76
4:30 PM - 4:45 PM	8	137	45	190	42	202	8	252	52	22	30	104	46	25	12	83
4:45 PM - 5:00 PM	7	155	58	220	44	189	10	243	63	32	27	122	39	18	10	67
Peak Hour Total	30	557	201	788	156	777	35	968	224	99	102	425	142	104	39	285
Peak 15 Minute Vol	10	155	58	220	44	202	12	252	66	32	30	122	46	37	12	83
Calculated PHF	0.75	0.90	0.87	0.90	0.89	0.96	0.73	0.96	0.85	0.77	0.85	0.87	0.77	0.70	0.81	0.86
DOT Effective PHF	0.90	0.90	0.90	0.90	0.96	0.96	0.96	0.96	0.87	0.87	0.87	0.87	0.86	0.86	0.86	0.86
Peak Period HV %	0%	3%	0%	3%	1%	3%	2%	3%	1%	1%	3%	1%	0%	1%	0%	1%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canaan Access Road  
 APPROACH: Eastbound

MC = Motorcycle  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Boji/Tour buses, etc.)  
 JB = J-trail Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total							
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE								
<b>AM PEAK PERIOD</b>																																																															
7:00 AM - 7:15 AM	0	0			0					0	0		0	0	0			0					0	0		0	1	79				5						4	1			0	90	0	24				1						1	0					0	0	26
7:15 AM - 7:30 AM	0	0			0					0	0		0	0	1			0					0	0		0	0	114				6					3	1			0	124	0	26				0					0	0					0	0	26		
7:30 AM - 7:45 AM	0	0			0					0	0		0	0	0			0					0	0		0	0	136				5					7	0			0	148	0	34				0					0	0					0	0	34		
7:45 AM - 8:00 AM	0	0			0					0	0		0	0	0			0					0	0		0	1	142				5					6	2			0	156	0	44				0					0	0					0	0	44		
8:00 AM - 8:15 AM	0	0			0					0	0		0	0	3			0					0	0		3	0	147				5					4	0			0	156	0	40				1					2	0					0	0	43		
8:15 AM - 8:30 AM	0	0			0					0	0		0	0	4			0					0	0		4	0	164				4					8	0			0	176	0	40				0					0	0					0	0	40		
8:30 AM - 8:45 AM	0	0			0					0	0		0	0	4			0					0	0		4	0	144				4					2	0			0	150	0	40				0					0	0					0	0	40		
8:45 AM - 9:00 AM	0	0			0					0	0		0	0	3			0					0	0		3	0	110				3					3	1			0	117	0	42				0					0	0					0	0	42		
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	15	2	1,036	0	0	37	0	0	0	0	37	5	0	0	1,117	0	290	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	295					
Lane group heavy vehicle %	<b>0%</b>														<b>0%</b>	<b>7%</b>														<b>2%</b>																																	
Approach heavy vehicle %	<b>0%</b>														<b>6%</b>	<b>7%</b>														<b>2%</b>																																	

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total				
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE					
<b>PM PEAK PERIOD</b>																																																												
4:00 PM - 4:15 PM	0	0			0					0	0		0	0	10			0					0	0		10	0	126				2					3	0		0	131	0	49				0					0	0					0	0	49
4:15 PM - 4:30 PM	0	0			0					0	0		0	0	5			0					0	0		5	2	127				2					3	0		1	134	0	49				0					0	0					0	0	49
4:30 PM - 4:45 PM	0	0			0					0	0		0	0	8			0					0	0		8	2	130				3					2	0		1	137	0	44				1					0	0					0	0	45
4:45 PM - 5:00 PM	0	0			0					0	0		0	0	7			0					0	0		7	0	148				6					1	0		0	155	0	57				0					1	0					0	0	58
5:00 PM - 5:15 PM	0	0			0					0	0		0	0	7			0					0	0		7	0	132				2					3	0		0	137	0	53				0					0	0					0	0	53
5:15 PM - 5:30 PM	0	0			0					0	0		0	0	5			0					0	0		5	0	156				3					1	0		0	160	0	55				0					0	0					0	0	55
5:30 PM - 5:45 PM	0	0			0					0	0		0	0	7			0					0	0		7	0	146				1					1	0		0	148	0	80				0					0	0					0	0	80
5:45 PM - 6:00 PM	0	0			0					0	0		0	0	12			0					0	0		12	0	126				5					1	0		0	132	0	46				0					0	0					0	0	46
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0	0	61	4	1,091	0	0	24	0	0	0	0	15	0	0	2	1,134	0	433	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	435		
Lane group heavy vehicle %	<b>0%</b>														<b>0%</b>	<b>3%</b>														<b>0%</b>																														
Approach heavy vehicle %	<b>0%</b>														<b>3%</b>	<b>3%</b>														<b>0%</b>																														

INTERSECTION: STREET (E-W): Western Avenue  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM	0	0			0				0	0			0	0	13				1					1	0		0	0	57				3				4	0			1	0	1				0				0	0			0
7:15 AM - 7:30 AM	0	0			0				0	0			0	0	14				1					0	0		0	1	65				4				3	1			74	0	0				0				0	0			0
7:30 AM - 7:45 AM	0	0			0				0	0			0	0	11				1					0	0		0	0	84				5				7	0			96	0	0				0				0	0			0
7:45 AM - 8:00 AM	0	0			0				0	0			0	0	20				0					0	0		0	0	115				6				7	0			128	0	2				0				0	0			2
8:00 AM - 8:15 AM	0	0			0				0	0			0	0	21				1					0	0		0	0	113				3				3	1			120	0	1				0				0	0			1
8:15 AM - 8:30 AM	0	0			0				0	0			0	0	21				0					0	0		0	0	102				2				1	0			105	0	9				0				2	0			11
8:30 AM - 8:45 AM	0	0			0				0	0			0	0	20				0				3	0		0	0	93				2				2	0			97	0	8				0				1	0			9	
8:45 AM - 9:00 AM	0	0			0				0	0			0	0	19				0				1	0		0	1	106				3				6	1			117	0	2				0				0	0			2	
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	0	0	4	0	0	0	0	5	0	0	0	2	735	0	0	28	0	0	0	0	33	3	0	1	0	23	0	0	0	0	0	0	0	3	0	0	0	26		
Subtotal	0													148													802													26															
Lane group heavy vehicle %	0%													6%													8%													12%															
Approach heavy vehicle %	Combined U-Turn and Left-Turn HV % 6%																																																						

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM	0	0			0				0	0			0	0	36				0					0	0		0	1	182				4				1	0			188	0	12				0				0	0			12
4:15 PM - 4:30 PM	0	0			0				0	0			0	0	34				0					0	0		0	0	194				1				2	1			198	0	5				0				0	0			5
4:30 PM - 4:45 PM	0	0			0				0	0			0	0	42				0					0	0		0	2	191				5				4	0			202	0	8				0				0	0			8
4:45 PM - 5:00 PM	0	0			0				0	0			0	0	44				0					0	0		0	0	182				4				2	1			189	0	10				0				0	0			10
5:00 PM - 5:15 PM	0	0			0				0	0			0	0	38				1					0	0		0	0	153				4				0	0			157	0	7				0				0	0			7
5:15 PM - 5:30 PM	0	0			0				0	0			0	0	40				0					0	0		0	0	185				1				3	2			191	0	10				1				0	0			11
5:30 PM - 5:45 PM	0	0			0				0	0			0	0	29				0					1	0		0	0	168				4				1	1			174	0	9				0				0	0			9
5:45 PM - 6:00 PM	0	0			0				0	0			0	0	28				0					0	0		0	0	129				3				1	0			133	0	4				0				0	0			4
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291	0	0	1	0	0	0	0	1	0	0	0	3	1,384	0	0	28	0	0	0	0	14	5	0	0	0	65	0	0	1	0	0	0	0	0	0	0	0	0	66	
Subtotal	0													293													1,432													66															
Lane group heavy vehicle %	0%													1%													3%													2%															
Approach heavy vehicle %	3%																																																						

INTERSECTION:

STREET (E-W): Western Avenue  
STREET (N-S): Carson Access Road  
APPROACH: Northbound

MC = Motorcycle  
SUV = SUVs, Pickups, Vans, Small Panel Trucks  
TB = Transit Buses (Including articulated and express buses)  
SSSB = Small Size School Bus (2-axle 4 tires)  
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IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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TTT = Tandem Tractor Trailers (Multi-trailers)  
BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period	U-Turn														Left-Turn														Through														Right-Turn																																																																																																																																																																																					
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total																																																																																																																																																																								
<b>AM PEAK PERIOD</b>																																																																																																																																																																																																																																
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																					
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11																																																																																																																																																								
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11																																																																																																																																																																						
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	42	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	8	0	0	0	0	0	0	0	0	0	0	0	8																																																																																																																																																																								
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	35	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	22	0	0	0	0	0	0	0	0	0	0	0	22																																																																																																																																																																								
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	1	0	0	0	0	1	0	0	0	31	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	22	0	0	0	0	0	0	0	0	0	0	0	22																																																																																																																																																																								
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	1	0	0	0	38	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	13	0	0	0	0	0	0	0	0	0	0	0	13																																																																																																																																																																								
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	21	0	0	0	0	0	0	0	0	0	0	0	21																																																																																																																																																																								
Subtotal by category																																																																																																																																																																																																																																
Subtotal	0														239														52														111																																																																																																																																																																																					
Lane group heavy vehicle %	0%														1%														0%														2%																																																																																																																																																																																					
Approach heavy vehicle %	0%																																																								1%																																																								0%																																																								2%																																																							
	Combined U-Turn and Left-Turn HV % 1%																																																																																																																																																																																																																															

Time Period	U-Turn														Left-Turn														Through														Right-Turn																																																																																																																																																																																					
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total																																																																																																																																																																								
<b>PM PEAK PERIOD</b>																																																																																																																																																																																																																																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	43	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	21	0	0	0	0	0	0	0	0	0	0	0	21																																																																																																																																																																								
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	66	0	26	0	0	0	0	0	0	0	0	0	0	0	26	0	22	0	0	0	0	0	0	0	0	0	0	0	22																																																																																																																																																																								
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	51	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	29	0	0	0	0	0	0	0	0	0	0	0	29																																																																																																																																																																								
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	0	0	0	0	0	0	0	0	0	0	0	63	0	32	0	0	0	0	0	0	0	0	0	0	0	32	0	26	0	0	0	0	0	0	0	0	0	0	0	26																																																																																																																																																																								
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	65	0	32	0	0	0	0	0	0	0	0	0	0	0	32	0	33	0	0	0	0	0	0	0	0	0	0	0	33																																																																																																																																																																								
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	68	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	25	0	0	0	0	0	0	0	0	0	0	0	25																																																																																																																																																																								
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	49	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	18	0	0	0	0	0	0	0	0	0	0	0	18																																																																																																																																																																								
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	13	0	0	0	0	0	0	0	0	0	0	0	13																																																																																																																																																																								
Subtotal by category																																																																																																																																																																																																																																
Subtotal	0														441														194														187																																																																																																																																																																																					
Lane group heavy vehicle %	0%														1%														1%														3%																																																																																																																																																																																					
Approach heavy vehicle %	0%																																																								1%																																																								1%																																																								3%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total					
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE						
<b>AM PEAK PERIOD</b>																																																													
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0												
Subtotal	0														72														46														22																		
Lane group heavy vehicle %	0%														1%														2%														0%																		
Approach heavy vehicle %	0%													1%													2%													0%																					
Combined U-Turn and Left-Turn HV % 1%																																																													

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0							
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0							
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0							
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0							
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0							
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0							
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0							
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0							
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	294	0	0	0	0	0	0	0	0	0	0	0	206	0	0	0	0	0	0	0	0	0	0	0	76	0	0	0	0	0	0	0	0	0	0							
Subtotal	0														295														208														76													
Lane group heavy vehicle %	0%														0%														1%														0%													
Approach heavy vehicle %	0%													1%													1%													0%																

## GENERAL INFORMATION

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

## INTERSECTION INFORMATION

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Washington Avenue	
	STREET (N-S):	Campus Access Rd/Washington Medical Arts Ctr Drive	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM	TO 2:00 PM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

## NOTES:

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

## TRAFFIC VOLUMES

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	35	81	27	143	0	54	27	81	0	0	0	0	1	0	10	11
7:15 AM - 7:30 AM	38	136	28	202	1	81	44	126	0	0	0	0	0	0	5	5
7:30 AM - 7:45 AM	36	146	50	232	0	79	37	116	0	0	0	0	3	0	8	11
7:45 AM - 8:00 AM	53	153	47	253	0	132	62	194	0	0	0	0	6	0	8	14
8:00 AM - 8:15 AM	40	145	36	221	0	116	57	173	0	0	0	0	14	0	5	19
8:15 AM - 8:30 AM	45	138	38	221	0	162	51	213	0	0	0	0	16	0	22	38
8:30 AM - 8:45 AM	40	154	46	240	0	137	44	181	0	0	0	0	14	0	19	33
8:45 AM - 9:00 AM	33	116	30	179	0	176	40	216	0	0	0	0	12	0	16	28
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	53	153	47	253	0	132	62	194	0	0	0	0	6	0	8	14
8:00 AM - 8:15 AM	40	145	36	221	0	116	57	173	0	0	0	0	14	0	5	19
8:15 AM - 8:30 AM	45	138	38	221	0	162	51	213	0	0	0	0	16	0	22	38
8:30 AM - 8:45 AM	40	154	46	240	0	137	44	181	0	0	0	0	14	0	19	33
Peak Hour Total	178	590	167	935	0	547	214	761	0	0	0	0	50	0	54	104
Peak 15 Minute Vol	53	154	47	253	0	162	62	213	0	0	0	0	16	0	22	38
Calculated PHF	0.84	0.96	0.89	0.92	N/A	0.84	0.86	0.89	N/A	N/A	N/A	N/A	0.78	N/A	0.61	0.68
DOT Effective PHF	0.92	0.92	0.92	0.92	0.89	0.89	0.89	0.89	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	1%	3%	2%	2%	0%	2%	0%	1%	0%	0%	0%	0%	2%	0%	0%	1%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	12	180	20	212	0	270	10	280	0	0	0	0	34	0	44	78
4:15 PM - 4:30 PM	11	157	15	183	0	244	9	253	0	0	0	0	30	0	39	69
4:30 PM - 4:45 PM	5	144	26	175	0	221	16	237	0	0	0	0	40	0	49	89
4:45 PM - 5:00 PM	7	201	18	226	0	250	10	260	0	0	0	0	17	0	23	40
5:00 PM - 5:15 PM	2	179	27	208	0	230	6	236	0	0	0	0	36	0	44	80
5:15 PM - 5:30 PM	4	166	15	185	0	225	4	229	0	0	0	0	17	0	21	38
5:30 PM - 5:45 PM	7	150	16	173	0	171	3	174	0	0	0	0	16	0	22	38
5:45 PM - 6:00 PM	3	147	10	160	0	165	2	167	0	0	0	0	4	0	15	19
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	12	180	20	212	0	270	10	280	0	0	0	0	34	0	44	78
4:15 PM - 4:30 PM	11	157	15	183	0	244	9	253	0	0	0	0	30	0	39	69
4:30 PM - 4:45 PM	5	144	26	175	0	221	16	237	0	0	0	0	40	0	49	89
4:45 PM - 5:00 PM	7	201	18	226	0	250	10	260	0	0	0	0	17	0	23	40
Peak Hour Total	35	682	79	796	0	985	45	1030	0	0	0	0	121	0	155	276
Peak 15 Minute Vol	12	201	26	226	0	270	16	280	0	0	0	0	40	0	49	89
Calculated PHF	0.73	0.85	0.76	0.88	N/A	0.91	0.70	0.92	N/A	N/A	N/A	N/A	0.76	N/A	0.79	0.78
DOT Effective PHF	0.88	0.88	0.88	0.88	0.92	0.92	0.92	0.92	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	2%	1%	1%	1%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camino Access Road  
 APPROACH: Eastbound

MC = Motorcycle  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jinnex Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3- or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>AM PEAK PERIOD</b>																																																																
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	77	0	0	3	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	136	0	0	0	0	0	0	0	1	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	1	0	0	0	140	0	0	4	0	0	0	0	2	0	0	0	0	49	0	0	1	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	151	0	0	2	0	0	0	0	0	0	0	0	45	0	0	2	0	0	0	0	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	136	0	0	5	0	0	0	0	4	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0	1	0	0	132	0	0	5	0	0	0	0	1	0	0	0	36	0	0	2	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	150	0	0	3	0	0	0	0	1	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	113	0	0	1	0	0	0	0	1	1	0	0	29	0	0	0	0	0	0	0	1	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0		
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	316	0	0	0	0	0	0	0	1	1	0	1,035	0	0	23	0	0	0	0	19	1	0	0	296	0	0	5	0	0	0	0	1	0	0	0	302	0	0	0	0	0	0	0	1	0	0	0			
Lane group heavy vehicle %	0%														1%														3%														2%																					
Approach heavy vehicle %	0%													1%													2%													1%																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total						
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE							
<b>PM PEAK PERIOD</b>																																																														
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	177	0	0	2	0	0	0	1	0	0	0	0	18	0	0	1	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	155	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	141	0	0	2	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	200	0	0	0	0	0	0	0	1	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	176	0	0	2	0	0	0	0	1	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	164	0	0	1	0	0	0	0	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	146	0	0	3	0	0	0	0	1	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	145	0	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	1	0	0	0	0	0	0	1	1,304	0	0	13	0	0	0	0	6	0	0	0	145	0	0	1	0	0	0	0	1	0	0	0	0	147	0	0	0	0	0	0	0	1	0	0	0
Lane group heavy vehicle %	0%													2%													1%													1%																						
Approach heavy vehicle %	0%													1%													1%													1%																						





INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
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 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
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 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>AM PEAK PERIOD</b>																																																																
7:00 AM - 7:15 AM																																																																
7:15 AM - 7:30 AM																																																																
7:30 AM - 7:45 AM																																																																
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8:15 AM - 8:30 AM																																																																
8:30 AM - 8:45 AM																																																																
8:45 AM - 9:00 AM																																																																
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%																																																															

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>PM PEAK PERIOD</b>																																																																
4:00 PM - 4:15 PM																																																																
4:15 PM - 4:30 PM																																																																
4:30 PM - 4:45 PM																																																																
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5:15 PM - 5:30 PM																																																																
5:30 PM - 5:45 PM																																																																
5:45 PM - 6:00 PM																																																																
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%																																																															



## GENERAL INFORMATION

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

## INTERSECTION INFORMATION

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Washington Avenue	
	STREET (N-S):	Campus Access Road Westbound Ramp	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

## NOTES:

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

## TRAFFIC VOLUMES

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	187	0	187	14	0	0	14	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	188	0	188	14	0	0	14	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	225	0	225	15	0	0	15	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	365	0	365	21	0	0	21	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	251	0	251	25	0	0	25	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	273	0	273	18	0	0	18	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	195	0	195	21	0	0	21	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	252	0	252	24	0	0	24	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	365	0	365	21	0	0	21	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	251	0	251	25	0	0	25	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	273	0	273	18	0	0	18	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	195	0	195	21	0	0	21	0	0	0	0
Peak Hour Total	0	0	0	0	0	1,084	0	1,084	85	0	0	85	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	365	0	365	25	0	0	25	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.74	N/A	0.74	0.85	N/A	N/A	0.85	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.90	0.90	0.90	0.90	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	57	0	57	23	0	0	23	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	52	0	52	21	0	0	21	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	55	0	55	22	0	0	22	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	54	0	54	10	0	0	10	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	43	0	43	14	0	0	14	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	45	0	45	10	0	0	10	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	42	0	42	4	0	0	4	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	43	0	43	6	0	0	6	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	57	0	57	23	0	0	23	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	52	0	52	21	0	0	21	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	55	0	55	22	0	0	22	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	54	0	54	10	0	0	10	0	0	0	0
Peak Hour Total	0	0	0	0	0	218	0	218	76	0	0	76	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	57	0	57	23	0	0	23	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.96	N/A	0.96	0.83	N/A	N/A	0.83	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.96	0.96	0.96	0.96	0.83	0.83	0.83	0.83	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM																																																								
11:15 AM - 11:30 AM																																																								
11:30 AM - 11:45 AM																																																								
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1:15 PM - 1:30 PM																																																								
1:30 PM - 1:45 PM																																																								
1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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5:30 PM - 5:45 PM																																																								
5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
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 TB = Transit Buses (including articulated and express buses)  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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8:15 AM - 8:30 AM																																																								
8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0													0	0													0	0													0	0													0
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0													0	0													0	0													0	0													0
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal by category	0													0	0													0	0													0	0													0
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
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 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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Subtotal by category	0													0													0													0															
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Lane group heavy vehicle %	0%													1%													0%													0%															
Approach heavy vehicle %	1%																																																						

Combined U-Turn and Left-Turn HV % 1%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
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Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
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Subtotal by category	0													110													0													0															
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Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
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 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
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8:30 AM - 8:45 AM														0														0														0														0
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								



## GENERAL INFORMATION

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

## INTERSECTION INFORMATION

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Washington Avenue	
	STREET (N-S):	Campus Access Road Westbound Ramp	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

## NOTES:

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

## TRAFFIC VOLUMES

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	81	0	81	0	42	0	42	0	0	0	0	0	0	46	46
7:15 AM - 7:30 AM	0	135	0	135	0	63	0	63	0	0	0	0	0	0	59	59
7:30 AM - 7:45 AM	0	149	0	149	0	54	0	54	0	0	0	0	0	0	66	66
7:45 AM - 8:00 AM	0	160	0	160	0	102	0	102	0	0	0	0	0	0	89	89
8:00 AM - 8:15 AM	0	145	0	145	0	96	0	96	0	0	0	0	0	0	88	88
8:15 AM - 8:30 AM	0	150	0	150	0	97	0	97	0	0	0	0	0	0	107	107
8:30 AM - 8:45 AM	0	144	0	144	0	104	0	104	0	0	0	0	0	0	87	87
8:45 AM - 9:00 AM	0	127	0	127	0	119	0	119	0	0	0	0	0	0	90	90
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	160	0	160	0	102	0	102	0	0	0	0	0	0	89	89
8:00 AM - 8:15 AM	0	145	0	145	0	96	0	96	0	0	0	0	0	0	88	88
8:15 AM - 8:30 AM	0	150	0	150	0	97	0	97	0	0	0	0	0	0	107	107
8:30 AM - 8:45 AM	0	144	0	144	0	104	0	104	0	0	0	0	0	0	87	87
Peak Hour Total	0	599	0	599	0	399	0	399	0	0	0	0	0	0	371	371
Peak 15 Minute Vol	0	160	0	160	0	104	0	104	0	0	0	0	0	0	107	107
Calculated PHF	N/A	0.94	N/A	0.94	N/A	0.96	N/A	0.96	N/A	N/A	N/A	N/A	N/A	N/A	0.87	0.87
DOT Effective PHF	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.96	N/A	N/A	N/A	N/A	0.87	0.87	0.87	0.87
Peak Period HV %	0%	1%	0%	1%	0%	3%	0%	3%	0%	0%	0%	0%	0%	0%	1%	1%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	219	0	219	0	158	0	158	0	0	0	0	0	0	149	149
4:15 PM - 4:30 PM	0	193	0	193	0	135	0	135	0	0	0	0	0	0	91	91
4:30 PM - 4:45 PM	0	178	0	178	0	131	0	131	0	0	0	0	0	0	116	116
4:45 PM - 5:00 PM	0	227	0	227	0	163	0	163	0	0	0	0	0	0	86	86
5:00 PM - 5:15 PM	0	211	0	211	0	146	0	146	0	0	0	0	0	0	101	101
5:15 PM - 5:30 PM	0	189	0	189	0	130	0	130	0	0	0	0	0	0	86	86
5:30 PM - 5:45 PM	0	179	0	179	0	128	0	128	0	0	0	0	0	0	51	51
5:45 PM - 6:00 PM	0	160	0	160	0	108	0	108	0	0	0	0	0	0	55	55
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	219	0	219	0	158	0	158	0	0	0	0	0	0	149	149
4:15 PM - 4:30 PM	0	193	0	193	0	135	0	135	0	0	0	0	0	0	91	91
4:30 PM - 4:45 PM	0	178	0	178	0	131	0	131	0	0	0	0	0	0	116	116
4:45 PM - 5:00 PM	0	227	0	227	0	163	0	163	0	0	0	0	0	0	86	86
Peak Hour Total	0	817	0	817	0	587	0	587	0	0	0	0	0	0	442	442
Peak 15 Minute Vol	0	227	0	227	0	163	0	163	0	0	0	0	0	0	149	149
Calculated PHF	N/A	0.90	N/A	0.90	N/A	0.90	N/A	0.90	N/A	N/A	N/A	N/A	N/A	N/A	0.74	0.74
DOT Effective PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	0%	1%	0%	1%	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	1%	1%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
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Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>AM PEAK PERIOD</b>																																																																
7:00 AM - 7:15 AM	0	0			0					0	0		0													0	60			0					0	0		0	0													0												
7:15 AM - 7:30 AM	0	0			0					0	0		0													0	93			0					0	0		0	0	110			0					2	0		0	0												
7:30 AM - 7:45 AM	0	0			0					0	0		0													0	113			0					0	0		1	0	113			0					0	0		0	0												
7:45 AM - 8:00 AM	0	0			0					0	0		0													0	91			0					0	0		0	0	103			0					1	0		0	0												
8:00 AM - 8:15 AM	0	0			0					0	0		0													0	106			0					1	0		0	0	106			0					0	0		0	0												
8:15 AM - 8:30 AM	0	0			0					0	0		0													0	89			0					1	0		0	0	90			0					0	0		0	0												
8:30 AM - 8:45 AM	0	0			0					0	0		0													0									0	0		0	0									0	0		0	0												
8:45 AM - 9:00 AM	0	0			0					0	0		0													0									0	0		0	0									0	0		0	0												
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	765	0	0	0	0	0	0	0	4	0	0	0	769	0	0	0	0	0	0	0	0	0	0	0									0	0	0	0			
Subtotal Lane group heavy vehicle %	0%														0%														1%														0%																					
Approach heavy vehicle %	0%														0%														1%														0%																					
Combined U-Turn and Left-Turn HV %																																								0%																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>PM PEAK PERIOD</b>																																																																
4:00 PM - 4:15 PM	0	0			0					0	0		0													0	169			0					1	0		0	0	170												0												
4:15 PM - 4:30 PM	0	0			0					0	0		0													0	155			0					1	0		0	0	156												0												
4:30 PM - 4:45 PM	0	0			0					0	0		0													0	125			0					1	0		0	0	126												0												
4:45 PM - 5:00 PM	0	0			0					0	0		0													0	178			0					0	0		0	0	178												0												
5:00 PM - 5:15 PM	0	0			0					0	0		0													0	154			0					1	0		0	0	155												0												
5:15 PM - 5:30 PM	0	0			0					0	0		0													0	147			0					1	0		0	0	148												0												
5:30 PM - 5:45 PM	0	0			0					0	0		0													0	145			0					1	2		0	0	148												0												
5:45 PM - 6:00 PM	0	0			0					0	0		0													0	122			0					0	0		0	0	122								0	0		0	0												
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1,195	0	0	0	0	0	0	0	5	2	0	0	1,203	1,203	0	0	0	0	0	0	0	0	0	0	0									0	0	0	0		
Subtotal Lane group heavy vehicle %	0%														0%														1%														0%																					
Approach heavy vehicle %	0%														0%														1%														0%																					

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total									
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE										
<b>AM PEAK PERIOD</b>																																																																	
7:00 AM - 7:15 AM	0	0			0					0	0		0	0	0											0	41			1						0	0		0	0	0												0	0											
7:15 AM - 7:30 AM	0	0			0					0	0		0	0	0											0	59			2						2	0		0	0	0												0	0											
7:30 AM - 7:45 AM	0	0			0					0	0		0	0	0											0	53			1						0	0		0	0	0												0	0											
7:45 AM - 8:00 AM	0	0			0					0	0		0	0	0											0	100			2						0	0		0	0	0												0	0											
8:00 AM - 8:15 AM	0	0			0					0	0		0	0	0											0	94			2						0	0		0	0	0												0	0											
8:15 AM - 8:30 AM	0	0			0					0	0		0	0	0											0	96			1						0	0		0	0	0												0	0											
8:30 AM - 8:45 AM	0	0			0					0	0		0	0	0											0	98			4						2	0		0	0	0												0	0											
8:45 AM - 9:00 AM	0	0			0					0	0		0	0	0											0	119			0						0	0		0	0	0												0	0											
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	660	0	0	13	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Subtotal Lane group heavy vehicle %	0%														0%														3%														0%																						
Approach heavy vehicle %	0%														0%														3%														0%																						
Combined U-Turn and Left-Turn HV %														0%														3%														0%																							

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>PM PEAK PERIOD</b>																																																																
4:00 PM - 4:15 PM	0	0			0					0	0		0	0	0										0	154			4						0	0		0	0	0												0	0											
4:15 PM - 4:30 PM	0	0			0					0	0		0	0	0										0	134			1						0	0		0	0	0												0	0											
4:30 PM - 4:45 PM	0	0			0					0	0		0	0	0										0	127			4						0	0		0	0	0												0	0											
4:45 PM - 5:00 PM	0	0			0					0	0		0	0	0										0	161			2						0	0		0	0	0												0	0											
5:00 PM - 5:15 PM	0	0			0					0	0		0	0	0										0	144			1						1	0		0	0	0												0	0											
5:15 PM - 5:30 PM	0	0			0					0	0		0	0	0										0	127			3						0	0		0	0	0												0	0											
5:30 PM - 5:45 PM	0	0			0					0	0		0	0	0										0	125			3						0	0		0	0	0												0	0											
5:45 PM - 6:00 PM	0	0			0					0	0		0	0	0										0	107			1						0	0		0	0	0												0	0											
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,079	0	0	19	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Subtotal Lane group heavy vehicle %	0%														0%														2%														0%																					
Approach heavy vehicle %	0%														0%														2%														0%																					
Combined U-Turn and Left-Turn HV %														0%														2%														0%																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
AM PEAK PERIOD																																																																
7:00 AM - 7:15 AM																																																																
7:15 AM - 7:30 AM																																																																
7:30 AM - 7:45 AM																																																																
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8:15 AM - 8:30 AM																																																																
8:30 AM - 8:45 AM																																																																
8:45 AM - 9:00 AM																																																																
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%																																																															

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
PM PEAK PERIOD																																																																
4:00 PM - 4:15 PM																																																																
4:15 PM - 4:30 PM																																																																
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5:30 PM - 5:45 PM																																																																
5:45 PM - 6:00 PM																																																																
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%																																																															

INTERSECTION: STREET (E-W): Western Avenue  
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 APPROACH: Southbound

MC = Motorcycles  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total														
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE															
<b>AM PEAK PERIOD</b>																																																																						
7:00 AM - 7:15 AM														0														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0														0
Subtotal by category														0														0														0														0														0
Subtotal														0														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%														0%
Approach heavy vehicle %																												1%																												1%														
Combined U-Turn and Left-Turn HV % 0%																																																																						

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total														
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE															
<b>PM PEAK PERIOD</b>																																																																						
4:00 PM - 4:15 PM														0														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0														0
4:45 PM - 5:00 PM														0														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0														0
Subtotal by category														0														0														0														0														0
Subtotal														0														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%														0%
Approach heavy vehicle %																												1%																												1%														
Combined U-Turn and Left-Turn HV % 0%																																																																						

## GENERAL INFORMATION

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

## INTERSECTION INFORMATION

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Campus Access Road	
	STREET (N-S):	Campus Access Road/I-90 On Ramps	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

## NOTES:

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

## TRAFFIC VOLUMES

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	61	13	74	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	66	14	80	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	111	15	126	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	125	23	148	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	90	24	114	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	87	17	104	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	93	21	114	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	74	24	98	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	125	23	148	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	90	24	114	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	87	17	104	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	93	21	114	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	395	85	480	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	125	24	148	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.79	0.89	0.81	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.81	0.81	0.81	0.81	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%	1%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	294	23	317	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	182	21	203	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	301	22	323	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	208	9	217	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	311	13	324	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	200	10	210	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	146	4	150	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	101	6	107	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	294	23	317	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	182	21	203	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	301	22	323	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	208	9	217	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	985	75	1060	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	301	23	323	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.82	0.82	0.82	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
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 TB = Transit Buses (including articulated and express buses)  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>AM PEAK PERIOD</b>																																																																
7:00 AM - 7:15 AM																																																																
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8:45 AM - 9:00 AM																																																																
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%														0%														0%																																			
Combined U-Turn and Left-Turn HV % 0%																																																																

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>PM PEAK PERIOD</b>																																																																
4:00 PM - 4:15 PM																																																																
4:15 PM - 4:30 PM																																																																
4:30 PM - 4:45 PM																																																																
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Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%														0%														0%																																			

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
AM PEAK PERIOD																																																																
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8:45 AM - 9:00 AM																																																																
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%																																																															

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
PM PEAK PERIOD																																																																
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Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%																																																															



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Cantons Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
7:15 AM - 7:30 AM																																																							
7:30 AM - 7:45 AM																																																							
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8:15 AM - 8:30 AM																																																							
8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													696													150															
Subtotal	0													0													707													151															
Lane group heavy vehicle %	0%													0%													2%													1%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0% 1%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													1,736													108															
Subtotal	0													0													1,743													108															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>AM PEAK PERIOD</b>																																																																
7:00 AM - 7:15 AM																																																																
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8:30 AM - 8:45 AM																																																																
8:45 AM - 9:00 AM																																																																
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%														0%														0%																																			
Combined U-Turn and Left-Turn HV % 0%																																																																

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>PM PEAK PERIOD</b>																																																																
4:00 PM - 4:15 PM																																																																
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Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%														0%														0%																																			

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024
INTERSECTION:	STREET (E-W): Campus Access Road STREET (N-S): Washington Ave. EB Ramp
SURVEY PERIOD:	AM PEAK PERIOD 7:00 AM TO 9:00 AM MIDDAY PEAK PERIOD 11:00 AM TO 2:00 PM PM PEAK PERIOD 4:00 PM TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound			Total	Westbound			Total	Northbound			Total	Southbound			Total
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	38	0	38	0	0	0	0	0	0	0	0	18	0	0	18
7:15 AM - 7:30 AM	0	47	0	47	0	0	0	0	0	0	0	0	41	0	0	41
7:30 AM - 7:45 AM	0	80	0	80	0	0	0	0	0	0	0	0	34	0	0	34
7:45 AM - 8:00 AM	0	89	0	89	0	0	0	0	0	0	0	0	44	0	0	44
8:00 AM - 8:15 AM	0	81	0	81	0	0	0	0	0	0	0	0	47	0	0	47
8:15 AM - 8:30 AM	0	105	0	105	0	0	0	0	0	0	0	0	39	0	0	39
8:30 AM - 8:45 AM	0	82	0	82	0	0	0	0	0	0	0	0	37	0	0	37
8:45 AM - 9:00 AM	0	97	0	97	0	0	0	0	0	0	0	0	41	0	0	41
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	89	0	89	0	0	0	0	0	0	0	0	44	0	0	44
8:00 AM - 8:15 AM	0	81	0	81	0	0	0	0	0	0	0	0	47	0	0	47
8:15 AM - 8:30 AM	0	105	0	105	0	0	0	0	0	0	0	0	39	0	0	39
8:30 AM - 8:45 AM	0	82	0	82	0	0	0	0	0	0	0	0	37	0	0	37
Peak Hour Total	0	357	0	357	0	0	0	0	0	0	0	0	167	0	0	167
Peak 15 Minute Vol	0	105	0	105	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	47	0	0	47
Calculated PHF	N/A	0.85	N/A	0.85	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.89	N/A	N/A	0.89
DOT Effective PHF	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.89	0.89	0.89	0.89
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	191	0	191	0	0	0	0	0	0	0	0	48	0	0	48
4:15 PM - 4:30 PM	0	61	0	61	0	0	0	0	0	0	0	0	35	0	0	35
4:30 PM - 4:45 PM	0	152	0	152	0	0	0	0	0	0	0	0	49	0	0	49
4:45 PM - 5:00 PM	0	89	0	89	0	0	0	0	0	0	0	0	47	0	0	47
5:00 PM - 5:15 PM	0	193	0	193	0	0	0	0	0	0	0	0	55	0	0	55
5:15 PM - 5:30 PM	0	82	0	82	0	0	0	0	0	0	0	0	40	0	0	40
5:30 PM - 5:45 PM	0	37	0	37	0	0	0	0	0	0	0	0	29	0	0	29
5:45 PM - 6:00 PM	0	22	0	22	0	0	0	0	0	0	0	0	36	0	0	36
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	191	0	191	0	0	0	0	0	0	0	0	48	0	0	48
4:15 PM - 4:30 PM	0	61	0	61	0	0	0	0	0	0	0	0	35	0	0	35
4:30 PM - 4:45 PM	0	152	0	152	0	0	0	0	0	0	0	0	49	0	0	49
4:45 PM - 5:00 PM	0	89	0	89	0	0	0	0	0	0	0	0	47	0	0	47
Peak Hour Total	0	493	0	493	0	0	0	0	0	0	0	0	179	0	0	179
Peak 15 Minute Vol	0	191	0	191	0	0	0	0	0	0	0	0	48	0	0	48
Calculated PHF	N/A	0.65	N/A	0.65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.91	N/A	N/A	0.91
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.91	0.91	0.91	0.91
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %														0%														0%														0%														0%
Combined U-Turn and Left-Turn HV %																														0%																										

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %														0%														0%														0%														0%
Combined U-Turn and Left-Turn HV %																														0%																										

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>AM PEAK PERIOD</b>																																																																
7:00 AM - 7:15 AM																																																																
7:15 AM - 7:30 AM																																																																
7:30 AM - 7:45 AM																																																																
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8:15 AM - 8:30 AM																																																																
8:30 AM - 8:45 AM																																																																
8:45 AM - 9:00 AM																																																																
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%																																																															

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total								
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE									
<b>PM PEAK PERIOD</b>																																																																
4:00 PM - 4:15 PM																																																																
4:15 PM - 4:30 PM																																																																
4:30 PM - 4:45 PM																																																																
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5:15 PM - 5:30 PM																																																																
5:30 PM - 5:45 PM																																																																
5:45 PM - 6:00 PM																																																																
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal	0														0														0																																			
Lane group heavy vehicle %	0%														0%														0%																																			
Approach heavy vehicle %	0%																																																															

INTERSECTION: STREET (E-W): Western Avenue  
STREET (N-S): Camorous Access Road  
APPROACH: Northbound

MC = Motorcycles  
SUV = SUVs, Pickups, Vans, Small Panel Trucks  
TB = Transit Buses (including articulated and express buses)  
SSSB = Small Size School Bus (2-axle 4 tires)  
FSSB = Full Size School Bus  
IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
SU = Panel or Single Unit Trucks (2-axle 6 tires)  
HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
TTT = Tandem Tractor Trailers (Multi-trailers)  
BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period	U-Turn													Left-Turn													Through													Right-Turn																	
	Begin	End	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
AM PEAK PERIOD																																																									
7:00 AM - 7:15 AM																																																									
7:15 AM - 7:30 AM																																																									
7:30 AM - 7:45 AM																																																									
7:45 AM - 8:00 AM																																																									
8:00 AM - 8:15 AM																																																									
8:15 AM - 8:30 AM																																																									
8:30 AM - 8:45 AM																																																									
8:45 AM - 9:00 AM																																																									
Subtotal by category	0													0													0													0																	
Subtotal	0													0													0													0																	
Lane group heavy vehicle %	0%													0%													0%													0%																	
Approach heavy vehicle %	0%																																																								

Combined U-Turn and Left-Turn HV % 0%

Time Period	U-Turn													Left-Turn													Through													Right-Turn																	
	Begin	End	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
PM PEAK PERIOD																																																									
4:00 PM - 4:15 PM																																																									
4:15 PM - 4:30 PM																																																									
4:30 PM - 4:45 PM																																																									
4:45 PM - 5:00 PM																																																									
5:00 PM - 5:15 PM																																																									
5:15 PM - 5:30 PM																																																									
5:30 PM - 5:45 PM																																																									
5:45 PM - 6:00 PM																																																									
Subtotal by category	0													0													0													0																	
Subtotal	0													0													0													0																	
Lane group heavy vehicle %	0%													0%													0%													0%																	
Approach heavy vehicle %	0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>														0														16														0														0
7:00 AM - 7:15 AM														0														17														0														0
7:15 AM - 7:30 AM														0														41														0														0
7:30 AM - 7:45 AM														0														34														0														0
7:45 AM - 8:00 AM														0														44														0														0
8:00 AM - 8:15 AM														0														45														1														0
8:15 AM - 8:30 AM														0														38														0														0
8:30 AM - 8:45 AM														0														36														0														1
8:45 AM - 9:00 AM														0														41														0														0
														0														0														0														0
Subtotal by category														0														296														301														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														2%														0%														0%
Approach heavy vehicle %																												2%																												

Combined U-Turn and Left-Turn HV % 2%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>														0														48														0														0
4:00 PM - 4:15 PM														0														47														0														0
4:15 PM - 4:30 PM														0														35														0														0
4:30 PM - 4:45 PM														0														49														0														0
4:45 PM - 5:00 PM														0														47														0														0
5:00 PM - 5:15 PM														0														55														0														0
5:15 PM - 5:30 PM														0														40														0														0
5:30 PM - 5:45 PM														0														29														0														0
5:45 PM - 6:00 PM														0														36														0														0
														0														0														0														0
Subtotal by category														0														338														339														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024			
INTERSECTION:	STREET (E-W):	Outer Ring Road WB		
	STREET (N-S):	E. Patton Creek Boulevard East/Washington Ave WB		
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO	9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM	TO	2:00 PM
	PM PEAK PERIOD	4:00 PM	TO	6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	45	79	29	153	0	0	0	0	0	0	5	5
7:15 AM - 7:30 AM	0	0	0	0	59	89	48	196	0	0	0	0	0	0	2	2
7:30 AM - 7:45 AM	0	0	0	0	65	124	53	242	0	0	0	0	0	0	5	5
7:45 AM - 8:00 AM	0	0	0	0	92	160	84	346	0	0	0	0	0	0	6	6
8:00 AM - 8:15 AM	0	0	0	0	85	134	85	304	0	0	0	0	0	0	5	5
8:15 AM - 8:30 AM	0	0	0	0	107	122	103	332	0	0	0	0	0	0	5	5
8:30 AM - 8:45 AM	0	0	0	0	88	102	54	244	0	0	0	0	0	0	11	11
8:45 AM - 9:00 AM	0	0	0	0	91	98	60	249	0	0	0	0	0	0	7	7
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	82	160	84	346	0	0	0	0	0	0	6	6
8:00 AM - 8:15 AM	0	0	0	0	85	134	85	304	0	0	0	0	0	0	5	5
8:15 AM - 8:30 AM	0	0	0	0	107	122	103	332	0	0	0	0	0	0	5	5
8:30 AM - 8:45 AM	0	0	0	0	88	102	54	244	0	0	0	0	0	0	11	11
Peak Hour Total	0	0	0	0	372	518	336	1,226	0	0	0	0	0	0	27	27
Peak 15 Minute Vcl	0	0	0	0	107	160	103	346	0	0	0	0	0	0	11	11
Calculated PHF	N/A	N/A	N/A	N/A	0.87	0.81	0.82	0.89	N/A	N/A	N/A	N/A	N/A	N/A	0.61	0.61
DOT Effective PHF	N/A	N/A	N/A	N/A	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	0%	0%	0%	0%	1%	1%	2%	1%	0%	0%	0%	0%	0%	0%	2%	2%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vcl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	151	273	27	451	0	0	0	0	0	0	32	32
4:15 PM - 4:30 PM	0	0	0	0	88	185	32	305	0	0	0	0	0	0	18	18
4:30 PM - 4:45 PM	0	0	0	0	116	277	26	419	0	0	0	0	0	0	43	43
4:45 PM - 5:00 PM	0	0	0	0	87	177	35	299	0	0	0	0	0	0	27	27
5:00 PM - 5:15 PM	0	0	0	0	100	277	28	405	0	0	0	0	0	0	30	30
5:15 PM - 5:30 PM	0	0	0	0	86	175	25	286	0	0	0	0	0	0	21	21
5:30 PM - 5:45 PM	0	0	0	0	52	130	20	202	0	0	0	0	0	0	12	12
5:45 PM - 6:00 PM	0	0	0	0	54	94	28	176	0	0	0	0	0	0	11	11
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	151	273	27	451	0	0	0	0	0	0	32	32
4:15 PM - 4:30 PM	0	0	0	0	88	185	32	305	0	0	0	0	0	0	18	18
4:30 PM - 4:45 PM	0	0	0	0	116	277	26	419	0	0	0	0	0	0	43	43
4:45 PM - 5:00 PM	0	0	0	0	87	177	35	299	0	0	0	0	0	0	27	27
Peak Hour Total	0	0	0	0	442	912	120	1474	0	0	0	0	0	0	120	120
Peak 15 Minute Vcl	0	0	0	0	151	277	35	451	0	0	0	0	0	0	43	43
Calculated PHF	N/A	N/A	N/A	N/A	0.73	0.82	0.86	0.82	N/A	N/A	N/A	N/A	N/A	N/A	0.70	0.70
DOT Effective PHF	N/A	N/A	N/A	N/A	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	0%	0%	0%	0%	1%	0%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
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Subtotal by category														0														0														0														0
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Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
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5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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8:45 AM - 9:00 AM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						1%	

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						0%	

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
4:15 PM - 4:30 PM																																																							
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						1%	

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
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 TB = Transit Buses (including articulated and express buses)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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5:15 PM - 5:30 PM																																																								
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5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														5
7:15 AM - 7:30 AM														0														0														0														2
7:30 AM - 7:45 AM														0														0														0														4
7:45 AM - 8:00 AM														0														0														0														6
8:00 AM - 8:15 AM														0														0														0														5
8:15 AM - 8:30 AM														0														0														0														5
8:30 AM - 8:45 AM														0														0														0														11
8:45 AM - 9:00 AM														0														0														0														7
Subtotal by category														0														0														0														45
Subtotal														0														0														0														46
Lane group heavy vehicle %														0%														0%														0%														2%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														32
4:15 PM - 4:30 PM														0														0														0														18
4:30 PM - 4:45 PM														0														0														0														43
4:45 PM - 5:00 PM														0														0														0														27
5:00 PM - 5:15 PM														0														0														0														30
5:15 PM - 5:30 PM														0														0														0														21
5:30 PM - 5:45 PM														0														0														0														12
5:45 PM - 6:00 PM														0														0														0														11
Subtotal by category														0														0														0														193
Subtotal														0														0														0														194
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024			
INTERSECTION:	STREET (E-W):	Outer Ring Road WB		
	STREET (N-S):	U-turn to Ring Road WB		
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO	9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM	TO	2:00 PM
	PM PEAK PERIOD	4:00 PM	TO	6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	29	0	0	29	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	29	0	0	29	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	38	0	0	38	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	29	0	0	29	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	29	0	0	29	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	119	0	0	119	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.96	N/A	N/A	0.96	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.96	0.96	0.96	0.96	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	158	0	0	158	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	61	0	0	61	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	125	0	0	125	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	85	0	0	85	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	140	0	0	140	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	90	0	0	90	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	45	0	0	45	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	36	0	0	36	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	158	0	0	158	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	61	0	0	61	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	125	0	0	125	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	85	0	0	85	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	429	0	0	429	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	158	0	0	158	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.68	N/A	N/A	0.68	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
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JB = Jitney Buses  
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 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
7:15 AM - 7:30 AM																																																								
7:30 AM - 7:45 AM																																																								
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8:15 AM - 8:30 AM																																																								
8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM																																																								
11:15 AM - 11:30 AM																																																								
11:30 AM - 11:45 AM																																																								
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1:15 PM - 1:30 PM																																																								
1:30 PM - 1:45 PM																																																								
1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM																																																								
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5:30 PM - 5:45 PM																																																								
5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
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8:15 AM - 8:30 AM																																																								
8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM																																																								
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1:15 PM - 1:30 PM																																																								
1:30 PM - 1:45 PM																																																								
1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM																																																								
4:15 PM - 4:30 PM																																																								
4:30 PM - 4:45 PM																																																								
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5:15 PM - 5:30 PM																																																								
5:30 PM - 5:45 PM																																																								
5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
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 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														6														0														0
7:15 AM - 7:30 AM														0														16														0														0
7:30 AM - 7:45 AM														0														19														0														0
7:45 AM - 8:00 AM														0														30														0														0
8:00 AM - 8:15 AM														0														28														0														0
8:15 AM - 8:30 AM														0														30														0														0
8:30 AM - 8:45 AM														0														29														0														0
8:45 AM - 9:00 AM														0														38														0														0
Subtotal by category														0														198														0														0
Subtotal														0														198														0														0
Lane group heavy vehicle %														0%														3%														0%														0%
Approach heavy vehicle %																												3%																												

Combined U-Turn and Left-Turn HV % 3%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														158														0														0
4:15 PM - 4:30 PM														0														61														0														0
4:30 PM - 4:45 PM														0														125														0														0
4:45 PM - 5:00 PM														0														85														0														0
5:00 PM - 5:15 PM														0														140														0														0
5:15 PM - 5:30 PM														0														90														0														0
5:30 PM - 5:45 PM														0														45														0														0
5:45 PM - 6:00 PM														0														36														0														0
Subtotal by category														0														739														0														0
Subtotal														0														740														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Inner Ring Road EB	
	STREET (N-S):	U-turn to Ring Road EB	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO	9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM TO	2:00 PM
	PM PEAK PERIOD	4:00 PM TO	6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	45	0	45	0	0	0	0	0	0	0	0	62	0	0	62
7:15 AM - 7:30 AM	0	62	0	62	0	0	0	0	0	0	0	0	85	0	0	85
7:30 AM - 7:45 AM	0	77	0	77	0	0	0	0	0	0	0	0	75	0	0	75
7:45 AM - 8:00 AM	0	74	0	74	0	0	0	0	0	0	0	0	138	0	0	138
8:00 AM - 8:15 AM	0	83	0	83	0	0	0	0	0	0	0	0	118	0	0	118
8:15 AM - 8:30 AM	0	83	0	83	0	0	0	0	0	0	0	0	119	0	0	119
8:30 AM - 8:45 AM	0	59	0	59	0	0	0	0	0	0	0	0	84	0	0	84
8:45 AM - 9:00 AM	0	74	0	74	0	0	0	0	0	0	0	0	130	0	0	130
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	74	0	74	0	0	0	0	0	0	0	0	138	0	0	138
8:00 AM - 8:15 AM	0	83	0	83	0	0	0	0	0	0	0	0	118	0	0	118
8:15 AM - 8:30 AM	0	83	0	83	0	0	0	0	0	0	0	0	119	0	0	119
8:30 AM - 8:45 AM	0	59	0	59	0	0	0	0	0	0	0	0	84	0	0	84
Peak Hour Total	0	299	0	299	0	0	0	0	0	0	0	0	459	0	0	459
Peak 15 Minute Vol	0	83	0	83	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	138	0	0	138
Calculated PHF	N/A	0.90	N/A	0.90	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.83	N/A	N/A	0.83
DOT Effective PHF	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.83	0.83	0.83	0.83
Peak Period HV %	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	135	0	135	0	0	0	0	0	0	0	0	38	0	0	38
4:15 PM - 4:30 PM	0	58	0	58	0	0	0	0	0	0	0	0	37	0	0	37
4:30 PM - 4:45 PM	0	138	0	138	0	0	0	0	0	0	0	0	51	0	0	51
4:45 PM - 5:00 PM	0	70	0	70	0	0	0	0	0	0	0	0	45	0	0	45
5:00 PM - 5:15 PM	0	200	0	200	0	0	0	0	0	0	0	0	46	0	0	46
5:15 PM - 5:30 PM	0	64	0	64	0	0	0	0	0	0	0	0	22	0	0	22
5:30 PM - 5:45 PM	0	36	0	36	0	0	0	0	0	0	0	0	22	0	0	22
5:45 PM - 6:00 PM	0	27	0	27	0	0	0	0	0	0	0	0	23	0	0	23
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	135	0	135	0	0	0	0	0	0	0	0	38	0	0	38
4:15 PM - 4:30 PM	0	58	0	58	0	0	0	0	0	0	0	0	37	0	0	37
4:30 PM - 4:45 PM	0	138	0	138	0	0	0	0	0	0	0	0	51	0	0	51
4:45 PM - 5:00 PM	0	70	0	70	0	0	0	0	0	0	0	0	45	0	0	45
Peak Hour Total	0	401	0	401	0	0	0	0	0	0	0	0	171	0	0	171
Peak 15 Minute Vol	0	138	0	138	0	0	0	0	0	0	0	0	51	0	0	51
Calculated PHF	N/A	0.73	N/A	0.73	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.84	N/A	N/A	0.84
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.84	0.84	0.84	0.84
Peak Period HV %	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV % 0%																																																							

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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Combined U-Turn and Left-Turn HV % 0%																																																							

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
4:15 PM - 4:30 PM																																																							
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INTERSECTION: STREET (E-W): Western Avenue  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
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1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
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5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
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5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jibney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														62														0														0
7:15 AM - 7:30 AM														0														84														0														0
7:30 AM - 7:45 AM														0														74														0														0
7:45 AM - 8:00 AM														0														136														0														0
8:00 AM - 8:15 AM														0														116														0														0
8:15 AM - 8:30 AM														0														117														0														0
8:30 AM - 8:45 AM														0														84														0														0
8:45 AM - 9:00 AM														0														129														0														0
Subtotal by category														0														811														0														0
Subtotal														0														811														0														0
Lane group heavy vehicle %														0%														1%														0%														0%
Approach heavy vehicle %																												1%																												

Combined U-Turn and Left-Turn HV % 1%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														36														0														0
4:15 PM - 4:30 PM														0														37														0														0
4:30 PM - 4:45 PM														0														50														0														0
4:45 PM - 5:00 PM														0														45														0														0
5:00 PM - 5:15 PM														0														46														0														0
5:15 PM - 5:30 PM														0														21														0														0
5:30 PM - 5:45 PM														0														22														0														0
5:45 PM - 6:00 PM														0														23														0														0
Subtotal by category														0														280														0														0
Subtotal														0														284														0														0
Lane group heavy vehicle %														0%														1%														0%														0%
Approach heavy vehicle %																												1%																												

GENERAL INFORMATION

PROJECT NAME: DASNY Wadsworth Consolidated Labs
PROJECT NO: 230738
DATE: August 16, 2024
ANALYST: AA

INTERSECTION INFORMATION

SURVEY DATE: April 30, 2024
INTERSECTION: STREET (E-W): Campus Access Road/Route 85 SB Off-Ramp
STREET (N-S): Campus Access Road NB
SURVEY PERIOD: AM PEAK PERIOD 7:00 AM TO 9:00 AM
MIDDAY PEAK PERIOD 11:00 AM TO 2:00 PM
PM PEAK PERIOD 4:00 PM TO 6:00 PM

NOTES:

- 1.) 15 minute values should be input in the VCC tabs.
2.) Time values should be entered in military time.
3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

TRAFFIC VOLUMES

Table with 13 columns: Time Period Begin/End, Eastbound (Left/Thru/Right/Total), Westbound (Left/Thru/Right/Total), Northbound (Left/Thru/Right/Total), Southbound (Left/Thru/Right/Total). Includes AM, Midday, and PM peak periods with detailed volume data and summary rows for peak hours.

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												0%

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												0%

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
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4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
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5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												0%



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
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 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													1													0															
Subtotal	0													0													1,710													1,726															
Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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1:45 PM - 2:00 PM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:15 PM - 5:30 PM																																																							
5:30 PM - 5:45 PM																																																							
5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													956													964															
Subtotal	0													0													964													964															
Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canisius Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														56														56														0
7:15 AM - 7:30 AM														0														85														85														0
7:30 AM - 7:45 AM														0														81														82														0
7:45 AM - 8:00 AM														0														151														152														0
8:00 AM - 8:15 AM														0														110														111														0
8:15 AM - 8:30 AM														0														116														118														0
8:30 AM - 8:45 AM														0														82														82														0
8:45 AM - 9:00 AM														0														106														106														0
Subtotal by category														0														787														792														0
Subtotal														0														787														792														0
Lane group heavy vehicle %														0%														1%														0%														0%
Approach heavy vehicle %																												1%																												
Combined U-Turn and Left-Turn HV % 1%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														165														165														0
4:15 PM - 4:30 PM														0														92														93														0
4:30 PM - 4:45 PM														0														134														134														0
4:45 PM - 5:00 PM														0														79														79														0
5:00 PM - 5:15 PM														0														148														148														0
5:15 PM - 5:30 PM														0														72														72														0
5:30 PM - 5:45 PM														0														46														46														0
5:45 PM - 6:00 PM														0														55														56														0
Subtotal by category														0														791														793														0
Subtotal														0														791														793														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
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8:45 AM - 9:00 AM														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Carnous Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jibney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total												
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE													
<b>AM PEAK PERIOD</b>																																																																				
7:00 AM - 7:15 AM																	0																	19																	52																	34
7:15 AM - 7:30 AM																	0																	19																	80																	34
7:30 AM - 7:45 AM																	0																	27																	77																	78
7:45 AM - 8:00 AM																	0																	31																	103																	104
8:00 AM - 8:15 AM																	0																	39																	98																	100
8:15 AM - 8:30 AM																	0																	32																	107																	109
8:30 AM - 8:45 AM																	0																	21																	71																	73
8:45 AM - 9:00 AM																	0																	31																	103																	105
Subtotal by category																	0																	216																	689																	302
Subtotal																	0																	221																	701																	302
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Combined U-Turn and Left-Turn HV % 0%																																																																				

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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE													
<b>PM PEAK PERIOD</b>																																																																				
4:00 PM - 4:15 PM																	0																	94																	100																	5
4:15 PM - 4:30 PM																	0																	51																	52																	4
4:30 PM - 4:45 PM																	0																	111																	109																	110
4:45 PM - 5:00 PM																	0																	66																	64																	64
5:00 PM - 5:15 PM																	0																	107																	139																	139
5:15 PM - 5:30 PM																	0																	38																	60																	61
5:30 PM - 5:45 PM																	0																	31																	30																	30
5:45 PM - 6:00 PM																	0																	23																	28																	28
Subtotal by category																	0																	518																	581																	37
Subtotal																	0																	524																	584																	37
Lane group heavy vehicle %																	0%																	1%																	1%																	0%
Approach heavy vehicle %																																		1%																																		
Combined U-Turn and Left-Turn HV % 1%																																																																				

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
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Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Lane group heavy vehicle %														0%														0%														0%														0%
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Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Combined U-Turn and Left-Turn HV %																											0%																													

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
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<b>MIDDAY PEAK PERIOD</b>																																																								
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
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Combined U-Turn and Left-Turn HV %																											0%																													

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM																																																								
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5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							



**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Campus Access Road W/R/Route 85 SB On-Name	
	STREET (N-S):	Campus Access Road NB	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	41	11	0	52	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	37	11	0	48	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	58	18	0	76	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	78	16	0	94	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	75	25	0	100	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	57	18	0	75	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	49	13	0	62	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	59	21	0	80	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	78	16	0	94	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	75	25	0	100	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	57	18	0	75	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	49	13	0	62	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	299	72	0	371	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	78	25	0	100	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.83	0.72	N/A	0.83	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.83	0.83	0.83	0.83	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	2%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	49	42	0	91	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	66	31	0	97	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	86	38	0	124	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	57	38	0	95	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	55	48	0	103	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	61	35	0	96	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	72	34	0	106	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	31	31	0	62	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	49	42	0	91	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	66	31	0	97	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	86	38	0	124	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	57	38	0	95	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	258	149	0	407	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	86	42	0	124	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.75	0.89	N/A	0.82	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.82	0.82	0.82	0.82	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												0%

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												0%

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
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5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
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8:15 AM - 8:30 AM														0														0														0														0
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8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
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1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
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5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM																																																								
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1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Washington Avenue	
	STREET (N-S):	Route 85 NB Ramp	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO	9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM TO	2:00 PM
	PM PEAK PERIOD	4:00 PM TO	6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	75	1	76	0	80	0	80	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	112	0	112	0	100	2	102	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	137	3	140	0	122	4	126	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	136	2	138	0	186	3	189	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	138	1	139	0	143	2	145	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	140	5	145	0	147	0	147	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	130	2	132	0	160	3	163	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	105	3	108	0	163	1	164	0	0	0	0	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	136	2	138	0	186	3	189	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	138	1	139	0	143	2	145	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	140	5	145	0	147	0	147	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	130	2	132	0	160	3	163	0	0	0	0	0	0	0	0
Peak Hour Total	0	544	10	554	0	636	8	644	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	140	5	145	0	186	3	189	0	0	0	0	0	0	0	0
Calculated PHF	N/A	0.97	0.50	0.96	N/A	0.85	0.67	0.85	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	0.96	0.96	0.96	0.96	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	3%	0%	3%	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	191	41	232	0	212	1	213	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	177	25	202	0	205	1	206	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	163	42	205	0	240	1	241	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	207	17	224	0	237	2	239	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	190	38	228	0	217	0	217	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	171	17	188	1	199	0	200	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	153	14	167	0	219	2	221	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	136	7	143	0	155	1	156	0	0	0	0	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	191	41	232	0	212	1	213	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	177	25	202	0	205	1	206	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	163	42	205	0	240	1	241	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	207	17	224	0	237	2	239	0	0	0	0	0	0	0	0
Peak Hour Total	0	736	125	863	0	894	5	899	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	207	42	232	0	240	2	241	0	0	0	0	0	0	0	0
Calculated PHF	N/A	0.89	0.74	0.93	N/A	0.93	0.63	0.93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	2%	1%	2%	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
7:15 AM - 7:30 AM																																																							
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8:15 AM - 8:30 AM																																																							
8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													944													17															
Subtotal	0													0													975													17															
Lane group heavy vehicle %	0%													0%													3%													0%															
Approach heavy vehicle %	3%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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1:45 PM - 2:00 PM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													1,364													199															
Subtotal	0													0													1,388													201															
Lane group heavy vehicle %	0%													0%													2%													1%															
Approach heavy vehicle %	2%																																																						





INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

### GENERAL INFORMATION

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

### INTERSECTION INFORMATION

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Washington Avenue	
	STREET (N-S):	Calvin Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

### NOTES:

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

### TRAFFIC VOLUMES

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	10	55	0	65	0	74	16	90	0	0	0	0	22	0	4	26
7:15 AM - 7:30 AM	10	99	0	109	0	89	20	109	0	0	0	0	32	0	13	45
7:30 AM - 7:45 AM	14	116	0	130	0	113	26	139	0	0	0	0	28	0	17	45
7:45 AM - 8:00 AM	24	128	0	152	0	164	35	199	0	0	0	0	39	0	13	52
8:00 AM - 8:15 AM	28	131	0	159	0	135	28	163	0	0	0	0	32	0	17	49
8:15 AM - 8:30 AM	25	130	0	155	0	118	25	143	0	0	0	0	33	0	21	54
8:30 AM - 8:45 AM	24	116	0	140	0	129	24	153	0	0	0	0	39	0	21	60
8:45 AM - 9:00 AM	22	97	0	119	0	159	22	181	0	0	0	0	34	0	22	56
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	24	128	0	152	0	164	35	199	0	0	0	0	39	0	13	52
8:00 AM - 8:15 AM	28	131	0	159	0	135	28	163	0	0	0	0	32	0	17	49
8:15 AM - 8:30 AM	25	130	0	155	0	118	25	143	0	0	0	0	33	0	21	54
8:30 AM - 8:45 AM	24	116	0	140	0	129	24	153	0	0	0	0	39	0	21	60
Peak Hour Total	101	505	0	606	0	548	112	660	0	0	0	0	143	0	72	215
Peak 15 Minute Vol	28	131	0	159	0	164	35	199	0	0	0	0	39	0	21	60
Calculated PHF	0.90	0.96	N/A	0.95	N/A	0.83	0.80	0.83	N/A	N/A	N/A	N/A	0.92	N/A	0.86	0.90
DOT Effective PHF	0.95	0.95	0.95	0.95	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A	0.90	0.90	0.90	0.90
Peak Period HV %	1%	3%	0%	3%	0%	3%	1%	2%	0%	0%	0%	0%	3%	0%	2%	3%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	34	147	0	181	0	188	33	221	0	0	0	0	50	0	47	97
4:15 PM - 4:30 PM	25	158	0	183	0	182	54	236	0	0	0	0	85	0	42	127
4:30 PM - 4:45 PM	45	134	0	179	0	189	33	222	0	0	0	0	59	0	41	100
4:45 PM - 5:00 PM	39	150	0	189	0	207	55	262	0	0	0	0	65	0	46	111
5:00 PM - 5:15 PM	42	152	0	194	0	167	46	213	0	0	0	0	60	0	52	112
5:15 PM - 5:30 PM	39	128	0	167	0	157	54	211	0	0	0	0	63	0	48	111
5:30 PM - 5:45 PM	27	117	0	144	0	178	39	217	0	0	0	0	74	0	49	123
5:45 PM - 6:00 PM	33	101	0	134	0	119	33	152	0	0	0	0	64	0	29	93
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	34	147	0	181	0	188	33	221	0	0	0	0	50	0	47	97
4:15 PM - 4:30 PM	25	158	0	183	0	182	54	236	0	0	0	0	85	0	42	127
4:30 PM - 4:45 PM	45	134	0	179	0	189	33	222	0	0	0	0	59	0	41	100
4:45 PM - 5:00 PM	39	150	0	189	0	207	55	262	0	0	0	0	65	0	46	111
Peak Hour Total	143	588	0	732	0	706	175	881	0	0	0	0	259	0	178	435
Peak 15 Minute Vol	45	158	0	199	0	207	55	262	0	0	0	0	85	0	47	127
Calculated PHF	0.79	0.93	N/A	0.97	N/A	0.93	0.80	0.90	N/A	N/A	N/A	N/A	0.76	N/A	0.94	0.86
DOT Effective PHF	0.97	0.97	0.97	0.97	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A	0.86	0.86	0.86	0.86
Peak Period HV %	2%	2%	0%	2%	0%	2%	0%	1%	0%	0%	0%	0%	1%	0%	1%	1%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canisus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
7:15 AM - 7:30 AM																																																							
7:30 AM - 7:45 AM																																																							
7:45 AM - 8:00 AM																																																							
8:00 AM - 8:15 AM																																																							
8:15 AM - 8:30 AM																																																							
8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													158													874													0															
Lane group heavy vehicle %	0%													1%													3%													0%															
Approach heavy vehicle %	3%																																																						

Combined U-Turn and Left-Turn HV % 1%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
11:15 AM - 11:30 AM																																																							
11:30 AM - 11:45 AM																																																							
11:45 AM - 12:00 PM																																																							
12:00 PM - 12:15 PM																																																							
12:15 PM - 12:30 PM																																																							
12:30 PM - 12:45 PM																																																							
12:45 PM - 1:00 PM																																																							
1:00 PM - 1:15 PM																																																							
1:15 PM - 1:30 PM																																																							
1:30 PM - 1:45 PM																																																							
1:45 PM - 2:00 PM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
4:15 PM - 4:30 PM																																																							
4:30 PM - 4:45 PM																																																							
4:45 PM - 5:00 PM																																																							
5:00 PM - 5:15 PM																																																							
5:15 PM - 5:30 PM																																																							
5:30 PM - 5:45 PM																																																							
5:45 PM - 6:00 PM																																																							
Subtotal by category	0													279													1,083													0															
Subtotal	0													284													1,087													0															
Lane group heavy vehicle %	0%													2%													2%													0%															
Approach heavy vehicle %	2%																																																						



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								















**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Outer Ring Road SB	
	STREET (N-S):	U-Turn to Outer Ring Road	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	4	0	0	4	0	0	0	0	0	52	0	52
7:15 AM - 7:30 AM	0	0	0	0	4	0	0	4	0	0	0	0	0	61	0	61
7:30 AM - 7:45 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	81	0	81
7:45 AM - 8:00 AM	0	0	0	0	6	0	0	6	0	0	0	0	0	93	0	93
8:00 AM - 8:15 AM	0	0	0	0	5	0	0	5	0	0	0	0	0	87	0	87
8:15 AM - 8:30 AM	0	0	0	0	5	0	0	5	0	0	0	0	0	78	0	78
8:30 AM - 8:45 AM	0	0	0	0	7	0	0	7	0	0	0	0	0	73	0	73
8:45 AM - 9:00 AM	0	0	0	0	8	0	0	8	0	0	0	0	0	61	0	61
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	6	0	0	6	0	0	0	0	0	93	0	93
8:00 AM - 8:15 AM	0	0	0	0	5	0	0	5	0	0	0	0	0	87	0	87
8:15 AM - 8:30 AM	0	0	0	0	5	0	0	5	0	0	0	0	0	78	0	78
8:30 AM - 8:45 AM	0	0	0	0	7	0	0	7	0	0	0	0	0	73	0	73
Peak Hour Total	0	0	0	0	23	0	0	23	0	0	0	0	0	331	0	331
Peak 15 Minute Vol	0	0	0	0	7	0	0	7	0	0	0	0	0	93	0	93
Calculated PHF	N/A	N/A	N/A	N/A	0.82	N/A	N/A	0.82	N/A	N/A	N/A	N/A	N/A	0.89	N/A	0.89
DOT Effective PHF	N/A	N/A	N/A	N/A	0.82	0.82	0.82	0.82	N/A	N/A	N/A	N/A	0.89	0.89	0.89	0.89
Peak Period HV %	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	2%	0%	2%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	8	0	0	8	0	0	0	0	0	397	0	397
4:15 PM - 4:30 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	262	0	262
4:30 PM - 4:45 PM	0	0	0	0	9	0	0	9	0	0	0	0	0	371	0	371
4:45 PM - 5:00 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	258	0	258
5:00 PM - 5:15 PM	0	0	0	0	11	0	0	11	0	0	0	0	0	282	0	282
5:15 PM - 5:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	215	0	215
5:30 PM - 5:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	146	0	146
5:45 PM - 6:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	86	0	86
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	8	0	0	8	0	0	0	0	0	397	0	397
4:15 PM - 4:30 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	262	0	262
4:30 PM - 4:45 PM	0	0	0	0	9	0	0	9	0	0	0	0	0	371	0	371
4:45 PM - 5:00 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	258	0	258
Peak Hour Total	0	0	0	0	26	0	0	26	0	0	0	0	0	1288	0	1288
Peak 15 Minute Vol	0	0	0	0	9	0	0	9	0	0	0	0	0	397	0	397
Calculated PHF	N/A	N/A	N/A	N/A	0.72	N/A	N/A	0.72	N/A	N/A	N/A	N/A	N/A	0.81	N/A	0.81
DOT Effective PHF	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	0.90	0.90	0.90	0.90
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
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8:15 AM - 8:30 AM																																																								
8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM																																																								
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1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

Combined U-Turn and Left-Turn HV % 0%

2%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

Combined U-Turn and Left-Turn HV % 0%

0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

Combined U-Turn and Left-Turn HV % 0%

0%

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Camden Access Road	
	STREET (N-S):	I495 On-Ramps	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	6	61	0	67	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	11	77	0	88	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	9	132	0	141	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	13	173	0	186	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	22	128	0	150	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	16	167	0	183	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	19	155	0	174	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	11	208	0	219	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	13	173	0	186	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	22	128	0	150	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	16	167	0	183	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	19	155	0	174	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	70	623	0	693	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	22	173	0	196	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Calculated PHF	0.80	0.90	N/A	0.93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	0.93	0.93	0.93	0.93	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	263	68	0	331	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	89	40	0	129	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	214	76	0	290	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	82	45	0	127	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	101	61	0	162	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	40	42	0	82	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	31	22	0	53	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	18	10	0	28	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	263	68	0	331	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	89	40	0	129	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	214	76	0	290	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	82	45	0	127	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	648	229	0	877	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	253	75	0	331	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	0.62	0.75	N/A	0.66	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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Subtotal by category																																																							
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Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						1%	

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
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Lane group heavy vehicle %																																																							
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Combined U-Turn and Left-Turn HV %																																																						0%	

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
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Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						0%	

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
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4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024			
INTERSECTION:	STREET (E-W):	U Turn to Outer Ring Road		
	STREET (N-S):	Outer Ring Road NB		
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO	9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM	TO	2:00 PM
	PM PEAK PERIOD	4:00 PM	TO	6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	2	0	0	2	0	0	0	0	0	51	0	51	0	0	0	0
7:15 AM - 7:30 AM	5	0	0	5	0	0	0	0	0	82	0	82	0	0	0	0
7:30 AM - 7:45 AM	5	0	0	5	0	0	0	0	0	86	0	86	0	0	0	0
7:45 AM - 8:00 AM	6	0	0	6	0	0	0	0	0	151	0	151	0	0	0	0
8:00 AM - 8:15 AM	4	0	0	4	0	0	0	0	0	104	0	104	0	0	0	0
8:15 AM - 8:30 AM	6	0	0	6	0	0	0	0	0	105	0	105	0	0	0	0
8:30 AM - 8:45 AM	5	0	0	5	0	0	0	0	0	82	0	82	0	0	0	0
8:45 AM - 9:00 AM	4	0	0	4	0	0	0	0	0	102	0	102	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	6	0	0	6	0	0	0	0	0	151	0	151	0	0	0	0
8:00 AM - 8:15 AM	4	0	0	4	0	0	0	0	0	104	0	104	0	0	0	0
8:15 AM - 8:30 AM	6	0	0	6	0	0	0	0	0	105	0	105	0	0	0	0
8:30 AM - 8:45 AM	5	0	0	5	0	0	0	0	0	82	0	82	0	0	0	0
Peak Hour Total	21	0	0	21	0	0	0	0	0	442	0	442	0	0	0	0
Peak 15 Minute Vol	6	0	0	6	N/A	N/A	N/A	N/A	0	151	0	151	N/A	N/A	N/A	N/A
Calculated PHF	0.88	N/A	N/A	0.88	N/A	N/A	N/A	N/A	N/A	0.73	N/A	0.73	N/A	N/A	N/A	N/A
DOT Effective PHF	0.88	0.88	0.88	0.88	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
Peak Period HV %	5%	0%	0%	5%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	114	0	0	114	0	0	0	0	0	45	0	45	0	0	0	0
4:15 PM - 4:30 PM	42	0	0	42	0	0	0	0	0	56	0	56	0	0	0	0
4:30 PM - 4:45 PM	82	0	0	82	0	0	0	0	0	49	0	49	0	0	0	0
4:45 PM - 5:00 PM	28	0	0	28	0	0	0	0	0	51	0	51	0	0	0	0
5:00 PM - 5:15 PM	104	0	0	104	0	0	0	0	0	39	0	39	0	0	0	0
5:15 PM - 5:30 PM	33	0	0	33	0	0	0	0	0	43	0	43	0	0	0	0
5:30 PM - 5:45 PM	17	0	0	17	0	0	0	0	0	29	0	29	0	0	0	0
5:45 PM - 6:00 PM	9	0	0	9	0	0	0	0	0	47	0	47	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	114	0	0	114	0	0	0	0	0	45	0	45	0	0	0	0
4:15 PM - 4:30 PM	42	0	0	42	0	0	0	0	0	56	0	56	0	0	0	0
4:30 PM - 4:45 PM	82	0	0	82	0	0	0	0	0	49	0	49	0	0	0	0
4:45 PM - 5:00 PM	28	0	0	28	0	0	0	0	0	51	0	51	0	0	0	0
Peak Hour Total	266	0	0	266	0	0	0	0	0	201	0	201	0	0	0	0
Peak 15 Minute Vol	114	0	0	114	0	0	0	0	0	56	0	56	0	0	0	0
Calculated PHF	0.58	N/A	N/A	0.58	N/A	N/A	N/A	N/A	N/A	0.90	N/A	0.90	N/A	N/A	N/A	N/A
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A
Peak Period HV %	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%





INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
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5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
7:15 AM - 7:30 AM																																																							
7:30 AM - 7:45 AM																																																							
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8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													755													0															
Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
11:15 AM - 11:30 AM																																																							
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Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:30 PM - 5:45 PM																																																							
5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													1													353															
Subtotal	0													0													359													1															
Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
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8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Inner Ring Road EB	
	STREET (N-S):	U-Turn to Inner Ring Road EB	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	12	0	12	0	0	0	0	0	0	0	0	17	0	0	17
7:15 AM - 7:30 AM	0	25	0	25	0	0	0	0	0	0	0	0	27	0	0	27
7:30 AM - 7:45 AM	0	24	0	24	0	0	0	0	0	0	0	0	25	0	0	25
7:45 AM - 8:00 AM	0	26	0	26	0	0	0	0	0	0	0	0	47	0	0	47
8:00 AM - 8:15 AM	0	33	0	33	0	0	0	0	0	0	0	0	46	0	0	46
8:15 AM - 8:30 AM	0	41	0	41	0	0	0	0	0	0	0	0	47	0	0	47
8:30 AM - 8:45 AM	0	26	0	26	0	0	0	0	0	0	0	0	27	0	0	27
8:45 AM - 9:00 AM	0	29	0	29	0	0	0	0	0	0	0	0	29	0	0	29
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	26	0	26	0	0	0	0	0	0	0	0	47	0	0	47
8:00 AM - 8:15 AM	0	33	0	33	0	0	0	0	0	0	0	0	46	0	0	46
8:15 AM - 8:30 AM	0	41	0	41	0	0	0	0	0	0	0	0	47	0	0	47
8:30 AM - 8:45 AM	0	26	0	26	0	0	0	0	0	0	0	0	27	0	0	27
Peak Hour Total	0	126	0	126	0	0	0	0	0	0	0	0	167	0	0	167
Peak 15 Minute Vol	0	41	0	41	0	0	0	0	0	0	0	0	47	0	0	47
Calculated PHF	N/A	0.77	N/A	0.77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.89	N/A	N/A	0.89
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.89	0.89	0.89	0.89
Peak Period HV %	0%	4%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	119	0	119	0	0	0	0	0	0	0	0	6	0	0	6
4:15 PM - 4:30 PM	0	68	0	68	0	0	0	0	0	0	0	0	12	0	0	12
4:30 PM - 4:45 PM	0	112	0	112	0	0	0	0	0	0	0	0	9	0	0	9
4:45 PM - 5:00 PM	0	74	0	74	0	0	0	0	0	0	0	0	7	0	0	7
5:00 PM - 5:15 PM	0	123	0	123	0	0	0	0	0	0	0	0	6	0	0	6
5:15 PM - 5:30 PM	0	66	0	66	0	0	0	0	0	0	0	0	5	0	0	5
5:30 PM - 5:45 PM	0	35	0	35	0	0	0	0	0	0	0	0	5	0	0	5
5:45 PM - 6:00 PM	0	27	0	27	0	0	0	0	0	0	0	0	2	0	0	2
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	119	0	119	0	0	0	0	0	0	0	0	6	0	0	6
4:15 PM - 4:30 PM	0	68	0	68	0	0	0	0	0	0	0	0	12	0	0	12
4:30 PM - 4:45 PM	0	112	0	112	0	0	0	0	0	0	0	0	9	0	0	9
4:45 PM - 5:00 PM	0	74	0	74	0	0	0	0	0	0	0	0	7	0	0	7
Peak Hour Total	0	373	0	373	0	0	0	0	0	0	0	0	34	0	0	34
Peak 15 Minute Vol	0	119	0	119	0	0	0	0	0	0	0	0	12	0	0	12
Calculated PHF	N/A	0.78	N/A	0.78	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.71	N/A	N/A	0.71
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
STREET (N-S): Canisus Access Road  
APPROACH: Eastbound

MC = Motorcycles  
SUV = SUVs, Pickups, Vans, Small Panel Trucks  
TB = Transit Buses (including articulated and express buses)  
SSSB = Small Size School Bus (2-axle 4 tires)  
FSSB = Full Size School Bus  
IOB = Inter-city/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
SU = Panel or Single Unit Trucks (2-axle 6 tires)  
HT = Heavy Trucks (Single unit trucks 3- or more axles; Single tractor trailers)  
TTT = Tandem Tractor Trailers (Multi-trailers)  
BCLC = Bicycles

Total Excludes bicycle column for TMC calculations

Table with columns for Time Period (Begin/End), U-Turn, Left-Turn, Through, and Right-Turn, with sub-columns for vehicle types (MC, AUTO, TAXI, SUV, TB, SSSB, FSSB, IOB, JB, SU, HT, TTT, BCLC) and a Total column. Data is presented for AM Peak Period (7:00 AM - 9:00 AM) and Subtotal by category.

Combined U-Turn and Left-Turn HV % 0%

4%

0%

Table with columns for Time Period (Begin/End), U-Turn, Left-Turn, Through, and Right-Turn, with sub-columns for vehicle types (MC, AUTO, TAXI, SUV, TB, SSSB, FSSB, IOB, JB, SU, HT, TTT, BCLC) and a Total column. Data is presented for MIDDAY PEAK PERIOD (11:00 AM - 2:00 PM) and Subtotal by category.

Combined U-Turn and Left-Turn HV % 0%

0%

0%

Table with columns for Time Period (Begin/End), U-Turn, Left-Turn, Through, and Right-Turn, with sub-columns for vehicle types (MC, AUTO, TAXI, SUV, TB, SSSB, FSSB, IOB, JB, SU, HT, TTT, BCLC) and a Total column. Data is presented for PM PEAK PERIOD (4:00 PM - 6:00 PM) and Subtotal by category.

0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
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5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
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1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
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4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
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**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Route 85 Southbound Off-Ramp	
	STREET (N-S):	Inner Ring Road SS	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	35	0	0	35	0	0	0	0	0	29	0	29
7:15 AM - 7:30 AM	0	0	0	0	49	0	0	49	0	0	0	0	0	52	0	52
7:30 AM - 7:45 AM	0	0	0	0	65	0	0	65	0	0	0	0	0	49	0	49
7:45 AM - 8:00 AM	0	0	0	0	101	0	0	101	0	0	0	0	0	73	0	73
8:00 AM - 8:15 AM	0	0	0	0	95	0	0	95	0	0	0	0	0	79	0	79
8:15 AM - 8:30 AM	0	0	0	0	77	0	0	77	0	0	0	0	0	88	0	88
8:30 AM - 8:45 AM	0	0	0	0	42	0	0	42	0	0	0	0	0	53	0	53
8:45 AM - 9:00 AM	0	0	0	0	36	0	0	36	0	0	0	0	0	58	0	58
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	101	0	0	101	0	0	0	0	0	73	0	73
8:00 AM - 8:15 AM	0	0	0	0	95	0	0	95	0	0	0	0	0	79	0	79
8:15 AM - 8:30 AM	0	0	0	0	77	0	0	77	0	0	0	0	0	88	0	88
8:30 AM - 8:45 AM	0	0	0	0	42	0	0	42	0	0	0	0	0	53	0	53
Peak Hour Total	0	0	0	0	315	0	0	315	0	0	0	0	0	293	0	293
Peak 15 Minute Vol	0	0	0	0	101	0	0	101	0	0	0	0	0	88	0	88
Calculated PHF	N/A	N/A	N/A	N/A	0.78	N/A	N/A	0.78	N/A	N/A	N/A	N/A	N/A	0.83	N/A	0.83
DOT Effective PHF	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	0.83	0.83	0.83	0.83
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	2%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	20	0	0	20	0	0	0	0	0	125	0	125
4:15 PM - 4:30 PM	0	0	0	0	22	0	0	22	0	0	0	0	0	80	0	80
4:30 PM - 4:45 PM	0	0	0	0	13	0	0	13	0	0	0	0	0	121	0	121
4:45 PM - 5:00 PM	0	0	0	0	12	0	0	12	0	0	0	0	0	81	0	81
5:00 PM - 5:15 PM	0	0	0	0	19	0	0	19	0	0	0	0	0	129	0	129
5:15 PM - 5:30 PM	0	0	0	0	7	0	0	7	0	0	0	0	0	71	0	71
5:30 PM - 5:45 PM	0	0	0	0	9	0	0	9	0	0	0	0	0	40	0	40
5:45 PM - 6:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	29	0	29
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	20	0	0	20	0	0	0	0	0	125	0	125
4:15 PM - 4:30 PM	0	0	0	0	22	0	0	22	0	0	0	0	0	80	0	80
4:30 PM - 4:45 PM	0	0	0	0	13	0	0	13	0	0	0	0	0	121	0	121
4:45 PM - 5:00 PM	0	0	0	0	12	0	0	12	0	0	0	0	0	81	0	81
Peak Hour Total	0	0	0	0	67	0	0	67	0	0	0	0	0	407	0	407
Peak 15 Minute Vol	0	0	0	0	22	0	0	22	0	0	0	0	0	125	0	125
Calculated PHF	N/A	N/A	N/A	N/A	0.76	N/A	N/A	0.76	N/A	N/A	N/A	N/A	N/A	0.81	N/A	0.81
DOT Effective PHF	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	0.81	0.81	0.81	0.81
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Subtotal	0														0														0														0													
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Lane group heavy vehicle %	0%													0%													2%													0%															
Approach heavy vehicle %	2%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
4:15 PM - 4:30 PM																																																							
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5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													676													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Briarcliff Street Ramps	
	STREET (N-S):	Outer Ring Road	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	0	19	19	0	49	0	49	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	38	38	0	71	0	71	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	44	44	0	67	0	67	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	80	80	0	118	0	118	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	50	50	0	99	0	99	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	50	50	0	102	0	102	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	36	36	0	73	0	73	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	41	41	0	90	0	90	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	0	50	50	0	118	0	118	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	50	50	0	99	0	99	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	50	50	0	102	0	102	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	36	36	0	73	0	73	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	216	216	0	392	0	392	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	80	80	0	118	0	118	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	0.68	0.68	N/A	0.83	N/A	0.83	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	0.83	0.83	0.83	0.83	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	27	27	0	24	0	24	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	28	28	0	40	0	40	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	26	26	0	32	0	32	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	26	26	0	32	0	32	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	22	22	0	23	0	23	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	23	23	0	25	0	25	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	18	18	0	16	0	16	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	26	26	0	23	0	23	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	27	27	0	24	0	24	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	28	28	0	40	0	40	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	26	26	0	32	0	32	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	26	26	0	32	0	32	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	107	107	0	128	0	128	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	28	28	0	40	0	40	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	0.96	0.96	N/A	0.80	N/A	0.80	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.96	0.96	0.96	0.96	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	2%	2%	0%	1%	0%	1%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
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Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													1%															
Approach heavy vehicle %	1%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Subtotal by category	0													0													0													196															
Subtotal	0													0													0													196															
Lane group heavy vehicle %	0%													0%													0%													2%															
Approach heavy vehicle %	2%																																																						



INTERSECTION: STREET (E-W): Western Avenue  
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Subtotal by category	0													0													662													0															
Subtotal	0													0													670													0															
Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Lane group heavy vehicle %	0%													0%													0%													0%															
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
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Subtotal by category	0													0													1													212															
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Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
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 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 TTT = Tandem Tractor Trailers (Multi-trailers)  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Route 85 SB On-Ramp	
	STREET (N-S):	Inner Ring Road SB	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	54	0	64
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	91	0	101
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	105	0	114
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	165	0	174
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	161	0	174
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	152	0	165
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	92	0	95
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	84	0	94
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	165	0	174
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	161	0	174
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	152	0	165
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	92	0	95
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	48	560	0	608
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	13	165	0	174
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.92	0.85	N/A	0.87
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.87	0.87	0.87	0.87
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	1%	0%	1%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	73	72	0	145
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	45	57	0	102
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	76	58	0	134
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	48	45	0	93
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	73	75	0	148
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	48	30	0	78
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	26	23	0	49
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	20	12	0	32
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	73	72	0	145
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	45	57	0	102
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	76	58	0	134
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	48	45	0	93
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	242	232	0	474
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	76	72	0	145
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.80	0.81	N/A	0.82
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.82	0.82	0.82	0.82
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
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5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														10														54														0
7:15 AM - 7:30 AM														0														10														88														0
7:30 AM - 7:45 AM														0														9														103														0
7:45 AM - 8:00 AM														0														9														164														0
8:00 AM - 8:15 AM														0														11														159														0
8:15 AM - 8:30 AM														0														12														152														0
8:30 AM - 8:45 AM														0														12														82														0
8:45 AM - 9:00 AM														0														10														83														0
Subtotal by category														0														82														885														0
Subtotal														0														87														894														0
Lane group heavy vehicle %														0%														6%														1%														0%
Approach heavy vehicle %																												1%																												
Combined U-Turn and Left-Turn HV % 6%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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11:15 AM - 11:30 AM														0														0														0														0
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11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
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1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														73														72														0
4:15 PM - 4:30 PM														0														45														57														0
4:30 PM - 4:45 PM														0														76														58														0
4:45 PM - 5:00 PM														0														48														45														0
5:00 PM - 5:15 PM														0														73														75														0
5:15 PM - 5:30 PM														0														48														30														0
5:30 PM - 5:45 PM														0														26														23														0
5:45 PM - 6:00 PM														0														20														12														0
Subtotal by category														0														409														372														0
Subtotal														0														409														372														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Route 85 NB On-Ramp	
	STREET (N-S):	Outer Ring Road NB	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	26	61	0	87	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	30	82	0	112	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	67	83	0	147	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	68	162	0	230	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	61	135	0	196	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	60	126	0	186	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	47	91	0	138	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	37	108	0	145	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	68	162	0	230	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	61	135	0	196	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	60	126	0	186	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	47	91	0	138	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	236	514	0	750	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	68	162	0	230	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.87	0.79	N/A	0.82	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%	0%	1%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	173	54	0	227	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	79	67	0	146	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	104	62	0	166	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	65	53	0	118	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	92	58	0	150	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	48	60	0	108	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	40	31	0	71	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	25	37	0	62	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	173	54	0	227	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	79	67	0	146	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	104	62	0	166	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	65	53	0	118	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	421	236	0	657	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	173	67	0	227	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.61	0.88	N/A	0.72	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
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8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
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5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														26														61														61
7:15 AM - 7:30 AM														0														30														80														80
7:30 AM - 7:45 AM														0														67														78														80
7:45 AM - 8:00 AM														0														67														161														162
8:00 AM - 8:15 AM														0														61														132														135
8:15 AM - 8:30 AM														0														60														123														126
8:30 AM - 8:45 AM														0														47														91														91
8:45 AM - 9:00 AM														0														35														108														108
Subtotal by category														0														389														834														845
Subtotal														0														396														847														845
Lane group heavy vehicle %														0%														2%														1%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 2%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
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1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														173														54														54
4:15 PM - 4:30 PM														0														79														64														67
4:30 PM - 4:45 PM														0														104														59														62
4:45 PM - 5:00 PM														0														65														53														53
5:00 PM - 5:15 PM														0														92														57														58
5:15 PM - 5:30 PM														0														48														60														60
5:30 PM - 5:45 PM														0														40														31														31
5:45 PM - 6:00 PM														0														24														37														37
Subtotal by category														0														625														415														422
Subtotal														0														626														423														422
Lane group heavy vehicle %														0%														0%														1%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 1%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							





INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Boji/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																											3																												
7:15 AM - 7:30 AM																											1																												
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8:30 AM - 8:45 AM																											4																												
8:45 AM - 9:00 AM																											2																												
Subtotal by category	0													0													19													0															
Subtotal	0													0													20													0															
Lane group heavy vehicle %	0%													0%													95%													0%															
Approach heavy vehicle %	95%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
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Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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4:45 PM - 5:00 PM																											1													1															
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5:30 PM - 5:45 PM																											2													2															
5:45 PM - 6:00 PM																											1													1															
Subtotal by category	0													1													19													0															
Subtotal	0													1													19													0															
Lane group heavy vehicle %	0%													100%													100%													0%															
Approach heavy vehicle %	100%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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Subtotal by category	0													0													1,084													0															
Subtotal	0													0													1,100													0															
Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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1:45 PM - 2:00 PM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													757													0															
Subtotal	0													0													759													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	LJ Turn to Inner Ring NB	
	STREET (N-S):	Inner Ring Road	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	56	0	0	56	0	0	0	0	0	15	0	15	0	0	0	0
7:15 AM - 7:30 AM	68	0	0	68	0	0	0	0	0	24	0	24	0	0	0	0
7:30 AM - 7:45 AM	107	0	0	107	0	0	0	0	0	37	0	37	0	0	0	0
7:45 AM - 8:00 AM	153	0	0	153	0	0	0	0	0	39	0	39	0	0	0	0
8:00 AM - 8:15 AM	113	0	0	113	0	0	0	0	0	42	0	42	0	0	0	0
8:15 AM - 8:30 AM	133	0	0	133	0	0	0	0	0	55	0	55	0	0	0	0
8:30 AM - 8:45 AM	130	0	0	130	0	0	0	0	0	51	0	51	0	0	0	0
8:45 AM - 9:00 AM	177	0	0	177	0	0	0	0	0	50	0	50	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	153	0	0	153	0	0	0	0	0	39	0	39	0	0	0	0
8:00 AM - 8:15 AM	113	0	0	113	0	0	0	0	0	42	0	42	0	0	0	0
8:15 AM - 8:30 AM	133	0	0	133	0	0	0	0	0	55	0	55	0	0	0	0
8:30 AM - 8:45 AM	130	0	0	130	0	0	0	0	0	51	0	51	0	0	0	0
Peak Hour Total	529	0	0	529	0	0	0	0	0	187	0	187	0	0	0	0
Peak 15 Minute Vol	153	0	0	153	N/A	N/A	N/A	N/A	N/A	55	0	55	0	0	0	0
Calculated PHF	0.86	N/A	N/A	0.86	N/A	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85	N/A	N/A	N/A
DOT Effective PHF	0.86	0.86	0.86	0.86	N/A	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	4%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	54	0	0	54	0	0	0	0	0	285	0	285	0	0	0	0
4:15 PM - 4:30 PM	26	0	0	26	0	0	0	0	0	107	0	107	0	0	0	0
4:30 PM - 4:45 PM	41	0	0	41	0	0	0	0	0	258	0	258	0	0	0	0
4:45 PM - 5:00 PM	30	0	0	30	0	0	0	0	0	102	0	102	0	0	0	0
5:00 PM - 5:15 PM	19	0	0	19	0	0	0	0	0	154	0	154	0	0	0	0
5:15 PM - 5:30 PM	17	0	0	17	0	0	0	0	0	67	0	67	0	0	0	0
5:30 PM - 5:45 PM	17	0	0	17	0	0	0	0	0	38	0	38	0	0	0	0
5:45 PM - 6:00 PM	8	0	0	8	0	0	0	0	0	23	0	23	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	54	0	0	54	0	0	0	0	0	285	0	285	0	0	0	0
4:15 PM - 4:30 PM	26	0	0	26	0	0	0	0	0	107	0	107	0	0	0	0
4:30 PM - 4:45 PM	41	0	0	41	0	0	0	0	0	258	0	258	0	0	0	0
4:45 PM - 5:00 PM	30	0	0	30	0	0	0	0	0	102	0	102	0	0	0	0
Peak Hour Total	151	0	0	151	0	0	0	0	0	752	0	752	0	0	0	0
Peak 15 Minute Vol	54	0	0	54	0	0	0	0	0	285	0	285	0	0	0	0
Calculated PHF	0.70	N/A	N/A	0.70	N/A	N/A	N/A	N/A	N/A	0.66	N/A	0.66	N/A	N/A	N/A	N/A
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														56														0														0
7:15 AM - 7:30 AM														0														68														0														0
7:30 AM - 7:45 AM														0														107														0														0
7:45 AM - 8:00 AM														0														153														0														0
8:00 AM - 8:15 AM														0														113														0														0
8:15 AM - 8:30 AM														0														133														0														0
8:30 AM - 8:45 AM														0														130														0														0
8:45 AM - 9:00 AM														0														177														0														0
Subtotal by category														0														937														0														0
Subtotal														0														937														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %														0%														0%														0%														0%

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %														0%														0%														0%														0%

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														54														0														0
4:15 PM - 4:30 PM														0														26														0														0
4:30 PM - 4:45 PM														0														41														0														0
4:45 PM - 5:00 PM														0														30														0														0
5:00 PM - 5:15 PM														0														19														0														0
5:15 PM - 5:30 PM														0														17														0														0
5:30 PM - 5:45 PM														0														17														0														0
5:45 PM - 6:00 PM														0														8														0														0
Subtotal by category														0														212														0														0
Subtotal														0														212														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %														0%														0%														0%														0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Cantons Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
7:15 AM - 7:30 AM																																																							
7:30 AM - 7:45 AM																																																							
7:45 AM - 8:00 AM																																																							
8:00 AM - 8:15 AM																																																							
8:15 AM - 8:30 AM																																																							
8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													1													301															
Subtotal	0													0													313													313															
Lane group heavy vehicle %	0%													0%													4%													0%															
Approach heavy vehicle %	4%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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1:15 PM - 1:30 PM																																																							
1:30 PM - 1:45 PM																																																							
1:45 PM - 2:00 PM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:15 PM - 5:30 PM																																																							
5:30 PM - 5:45 PM																																																							
5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													1,032													1,034															
Subtotal	0													0													1,034													1,034															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

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 TB = Transit Buses (including articulated and express buses)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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8:15 AM - 8:30 AM																																																								
8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM																																																								
11:15 AM - 11:30 AM																																																								
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1:15 PM - 1:30 PM																																																								
1:30 PM - 1:45 PM																																																								
1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM																																																								
4:15 PM - 4:30 PM																																																								
4:30 PM - 4:45 PM																																																								
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5:15 PM - 5:30 PM																																																								
5:30 PM - 5:45 PM																																																								
5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Tunnel Stop Merge	
	STREET (N-S):	Outer Ring Road SB	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	115	0	115
7:15 AM - 7:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	111	0	111
7:30 AM - 7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	115	0	115
7:45 AM - 8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	198	0	198
8:00 AM - 8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	176	0	176
8:15 AM - 8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	159	0	159
8:30 AM - 8:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	129	0	129
8:45 AM - 9:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	109	0	109
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	198	0	198
8:00 AM - 8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	176	0	176
8:15 AM - 8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	159	0	159
8:30 AM - 8:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	129	0	129
Peak Hour Total	0	0	0	0	4	0	0	4	0	0	0	0	0	662	0	662
Peak 15 Minute Vol	0	0	0	0	1	0	0	1	0	0	0	0	0	198	0	198
Calculated PHF	N/A	N/A	N/A	N/A	1.00	N/A	N/A	1.00	N/A	N/A	N/A	N/A	N/A	0.84	N/A	0.84
DOT Effective PHF	N/A	N/A	N/A	N/A	1.00	1.00	1.00	1.00	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85
Peak Period HV %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	2%	0%	2%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	181	0	181
4:15 PM - 4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	105	0	105
4:30 PM - 4:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	119	0	119
4:45 PM - 5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	90	0	90
5:00 PM - 5:15 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	100	0	100
5:15 PM - 5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	63	0	63
5:30 PM - 5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	59	0	59
5:45 PM - 6:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	50	0	50
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	181	0	181
4:15 PM - 4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	105	0	105
4:30 PM - 4:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	119	0	119
4:45 PM - 5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	90	0	90
Peak Hour Total	0	0	0	0	6	0	0	6	0	0	0	0	0	485	0	485
Peak 15 Minute Vol	0	0	0	0	2	0	0	2	0	0	0	0	0	151	0	151
Calculated PHF	N/A	N/A	N/A	N/A	0.75	N/A	N/A	0.75	N/A	N/A	N/A	N/A	N/A	0.68	N/A	0.68
DOT Effective PHF	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	1%	0%	1%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
7:15 AM - 7:30 AM																																																								
7:30 AM - 7:45 AM																																																								
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8:15 AM - 8:30 AM																																																								
8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM																																																								
11:15 AM - 11:30 AM																																																								
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1:15 PM - 1:30 PM																																																								
1:30 PM - 1:45 PM																																																								
1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM																																																								
4:15 PM - 4:30 PM																																																								
4:30 PM - 4:45 PM																																																								
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5:15 PM - 5:30 PM																																																								
5:30 PM - 5:45 PM																																																								
5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							



INTERSECTION: STREET (E-W): Western Avenue  
STREET (N-S): Canopus Access Road  
APPROACH: Westbound

MC = Motorcycles  
SUV = SUVs, Pickups, Vans, Small Panel Trucks  
TB = Transit Buses (Including articulated and express buses)  
SSSB = Small Size School Bus (2-axle 4 tires)  
FSSB = Full Size School Bus

JB = Jibney Buses  
SU = Panel or Single Unit Trucks (2-axle 6 tires)  
HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
TTT = Tandem Tractor Trailers (Multi-trailers)  
BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn														Left-Turn														Through														Right-Turn																	
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total				
AM PEAK PERIOD 7:00 AM - 7:15 AM 7:15 AM - 7:30 AM 7:30 AM - 7:45 AM 7:45 AM - 8:00 AM 8:00 AM - 8:15 AM 8:15 AM - 8:30 AM 8:30 AM - 8:45 AM 8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Lane group heavy vehicle % Approach heavy vehicle %	0%														100%														0%														0%																	

Combined U-Turn and Left-Turn HV % 100%

Time Period Begin End	U-Turn														Left-Turn														Through														Right-Turn																			
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total						
MIDDAY PEAK PERIOD 11:00 AM - 11:15 AM 11:15 AM - 11:30 AM 11:30 AM - 11:45 AM 11:45 AM - 12:00 PM 12:00 PM - 12:15 PM 12:15 PM - 12:30 PM 12:30 PM - 12:45 PM 12:45 PM - 1:00 PM 1:00 PM - 1:15 PM 1:15 PM - 1:30 PM 1:30 PM - 1:45 PM 1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Lane group heavy vehicle % Approach heavy vehicle %	0%														0%														0%														0%																			

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn														Left-Turn														Through														Right-Turn																					
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total								
PM PEAK PERIOD 4:00 PM - 4:15 PM 4:15 PM - 4:30 PM 4:30 PM - 4:45 PM 4:45 PM - 5:00 PM 5:00 PM - 5:15 PM 5:15 PM - 5:30 PM 5:30 PM - 5:45 PM 5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Lane group heavy vehicle % Approach heavy vehicle %	0%														100%														0%														0%																					

100%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
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12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
7:15 AM - 7:30 AM																																																							
7:30 AM - 7:45 AM																																																							
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8:15 AM - 8:30 AM																																																							
8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													1,087													0															
Subtotal	0													0													1,112													0															
Lane group heavy vehicle %	0%													0%													2%													0%															
Approach heavy vehicle %	2%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
11:15 AM - 11:30 AM																																																							
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1:30 PM - 1:45 PM																																																							
1:45 PM - 2:00 PM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
4:15 PM - 4:30 PM																																																							
4:30 PM - 4:45 PM																																																							
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5:00 PM - 5:15 PM																																																							
5:15 PM - 5:30 PM																																																							
5:30 PM - 5:45 PM																																																							
5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													758													0															
Subtotal	0													0													767													0															
Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Inner Ring Road WB	
	STREET (N-S):	U-turn to Inner Ring Road	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	17	0	17	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	22	0	22	1	0	0	1	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	41	0	41	6	0	0	6	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	43	0	43	6	0	0	6	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	39	0	39	9	0	0	9	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	45	0	45	16	0	0	16	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	47	0	47	26	0	0	26	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	57	0	57	11	0	0	11	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	43	0	43	8	0	0	8	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	39	0	39	9	0	0	9	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	45	0	45	16	0	0	16	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	47	0	47	26	0	0	26	0	0	0	0
Peak Hour Total	0	0	0	0	0	174	0	174	59	0	0	59	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	47	0	47	26	0	0	26	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.93	N/A	0.93	0.57	N/A	N/A	0.57	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.93	0.93	0.93	0.93	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	8%	0%	5%	18%	0%	0%	18%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	230	0	230	44	0	0	44	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	95	0	95	15	0	0	15	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	233	0	233	28	0	0	28	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	84	0	84	9	0	0	9	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	149	0	149	10	0	0	10	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	64	0	64	6	0	0	6	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	33	0	33	5	0	0	5	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	20	0	20	5	0	0	5	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	230	0	230	44	0	0	44	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	95	0	95	15	0	0	15	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	233	0	233	28	0	0	28	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	84	0	84	9	0	0	9	0	0	0	0
Peak Hour Total	0	0	0	0	0	642	0	642	96	0	0	96	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	233	0	233	44	0	0	44	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.69	N/A	0.69	0.55	N/A	N/A	0.55	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	2%	0%	2%	9%	0%	0%	9%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
7:15 AM - 7:30 AM																																																								
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8:15 AM - 8:30 AM																																																								
8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM																																																								
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1:30 PM - 1:45 PM																																																								
1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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5:30 PM - 5:45 PM																																																								
5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Cantons Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
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8:45 AM - 9:00 AM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

Combined U-Turn and Left-Turn HV % 0%

5%

0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

Combined U-Turn and Left-Turn HV % 0%

0%

0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

2%

0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														77														77														0
Lane group heavy vehicle %														0%														18%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 18%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														44														0														0
4:15 PM - 4:30 PM														0														15														0														0
4:30 PM - 4:45 PM														0														26														0														0
4:45 PM - 5:00 PM														0														9														0														0
5:00 PM - 5:15 PM														0														10														0														0
5:15 PM - 5:30 PM														0														6														0														0
5:30 PM - 5:45 PM														0														5														0														0
5:45 PM - 6:00 PM														0														5														0														0
Subtotal by category														0														122														0														0
Subtotal														0														122														0														0
Lane group heavy vehicle %														0%														9%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 9%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
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8:15 AM - 8:30 AM																																																								
8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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1:15 PM - 1:30 PM																																																								
1:30 PM - 1:45 PM																																																								
1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM																																																								
4:15 PM - 4:30 PM																																																								
4:30 PM - 4:45 PM																																																								
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5:15 PM - 5:30 PM																																																								
5:30 PM - 5:45 PM																																																								
5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							



**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Outer Ring Road EB	
	STREET (N-S):	U-turn to Outer Ring Road	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO	9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM TO	2:30 PM
	PM PEAK PERIOD	4:00 PM TO	6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound			Total	Westbound			Total	Northbound			Total	Southbound			Total
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	116	0	116	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM - 7:30 AM	0	111	0	111	0	0	0	0	0	0	0	0	2	0	0	2
7:30 AM - 7:45 AM	0	110	0	110	0	0	0	0	0	0	0	0	4	0	0	4
7:45 AM - 8:00 AM	0	191	0	191	0	0	0	0	0	0	0	0	3	0	0	3
8:00 AM - 8:15 AM	0	168	0	168	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM - 8:30 AM	0	144	0	144	0	0	0	0	0	0	0	0	6	0	0	6
8:30 AM - 8:45 AM	0	104	0	104	0	0	0	0	0	0	0	0	4	0	0	4
8:45 AM - 9:00 AM	0	99	0	99	0	0	0	0	0	0	0	0	3	0	0	3
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	191	0	191	0	0	0	0	0	0	0	0	3	0	0	3
8:00 AM - 8:15 AM	0	168	0	168	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM - 8:30 AM	0	144	0	144	0	0	0	0	0	0	0	0	6	0	0	6
8:30 AM - 8:45 AM	0	104	0	104	0	0	0	0	0	0	0	0	4	0	0	4
Peak Hour Total	0	607	0	607	0	0	0	0	0	0	0	0	15	0	0	15
Peak 15 Minute Vol	0	191	0	191	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6	0	0	6
Calculated PHF	N/A	0.79	N/A	0.79	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.63	N/A	N/A	0.63
DOT Effective PHF	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	139	0	139	0	0	0	0	0	0	0	0	38	0	0	38
4:15 PM - 4:30 PM	0	91	0	91	0	0	0	0	0	0	0	0	17	0	0	17
4:30 PM - 4:45 PM	0	93	0	93	0	0	0	0	0	0	0	0	31	0	0	31
4:45 PM - 5:00 PM	0	82	0	82	0	0	0	0	0	0	0	0	12	0	0	12
5:00 PM - 5:15 PM	0	93	0	93	0	0	0	0	0	0	0	0	23	0	0	23
5:15 PM - 5:30 PM	0	58	0	58	0	0	0	0	0	0	0	0	5	0	0	5
5:30 PM - 5:45 PM	0	55	0	55	0	0	0	0	0	0	0	0	6	0	0	6
5:45 PM - 6:00 PM	0	47	0	47	0	0	0	0	0	0	0	0	3	0	0	3
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	139	0	139	0	0	0	0	0	0	0	0	38	0	0	38
4:15 PM - 4:30 PM	0	91	0	91	0	0	0	0	0	0	0	0	17	0	0	17
4:30 PM - 4:45 PM	0	93	0	93	0	0	0	0	0	0	0	0	31	0	0	31
4:45 PM - 5:00 PM	0	82	0	82	0	0	0	0	0	0	0	0	12	0	0	12
Peak Hour Total	0	405	0	405	0	0	0	0	0	0	0	0	98	0	0	98
Peak 15 Minute Vol	0	139	0	139	0	0	0	0	0	0	0	0	38	0	0	38
Calculated PHF	N/A	0.73	N/A	0.73	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.64	N/A	N/A	0.64
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canisius Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													1,024													0															
Subtotal	0													0													1,044													0															
Lane group heavy vehicle %	0%													0%													2%													0%															
Approach heavy vehicle %	2%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
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1:45 PM - 2:00 PM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													647													658															
Subtotal	0													0													658													0															
Lane group heavy vehicle %	0%													0%													2%													0%															
Approach heavy vehicle %	2%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
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1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
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5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
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**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024			
INTERSECTION:	STREET (E-W):	Inner Ring Road WB		
	STREET (N-S):	U-Turn to Inner Ring Road		
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO	9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM	TO	2:00 PM
	PM PEAK PERIOD	4:00 PM	TO	6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	26	0	26	19	0	0	19	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	33	0	33	14	0	0	14	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	56	0	56	12	0	0	12	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	76	0	76	28	0	0	28	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	55	0	55	36	0	0	36	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	79	0	79	19	0	0	19	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	68	0	68	16	0	0	16	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	82	0	82	18	0	0	18	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	76	0	76	28	0	0	28	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	55	0	55	36	0	0	36	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	79	0	79	19	0	0	19	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	68	0	68	16	0	0	16	0	0	0	0
Peak Hour Total	0	0	0	0	0	278	0	278	99	0	0	99	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	79	0	79	36	0	0	36	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.88	N/A	0.88	0.69	N/A	N/A	0.69	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.88	0.88	0.88	0.88	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	197	0	197	1	0	0	1	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	74	0	74	1	0	0	1	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	192	0	192	2	0	0	2	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	69	0	69	1	0	0	1	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	113	0	113	1	0	0	1	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	48	0	48	2	0	0	2	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	28	0	28	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	197	0	197	1	0	0	1	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	74	0	74	1	0	0	1	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	192	0	192	2	0	0	2	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	69	0	69	1	0	0	1	0	0	0	0
Peak Hour Total	0	0	0	0	0	532	0	532	5	0	0	5	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	197	0	197	2	0	0	2	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.68	N/A	0.68	0.63	N/A	N/A	0.63	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													1													458															
Subtotal	0													0													477													0															
Lane group heavy vehicle %	0%													0%													3%													0%															
Approach heavy vehicle %	3%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Subtotal by category	0													0													196													740															
Subtotal	0													0													740													0															
Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						





INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Outer Ring Road EB	
	STREET (N-S):	U-Turn to Outer Ring Road	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound			Total	Westbound			Total	Northbound			Total	Southbound			Total
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	98	0	98	0	0	0	0	0	0	0	0	10	0	0	10
7:15 AM - 7:30 AM	0	99	0	99	0	0	0	0	0	0	0	0	5	0	0	5
7:30 AM - 7:45 AM	0	102	0	102	0	0	0	0	0	0	0	0	11	0	0	11
7:45 AM - 8:00 AM	0	166	0	166	0	0	0	0	0	0	0	0	24	0	0	24
8:00 AM - 8:15 AM	0	134	0	134	0	0	0	0	0	0	0	0	28	0	0	28
8:15 AM - 8:30 AM	0	131	0	131	0	0	0	0	0	0	0	0	24	0	0	24
8:30 AM - 8:45 AM	0	92	0	92	0	0	0	0	0	0	0	0	8	0	0	8
8:45 AM - 9:00 AM	0	84	0	84	0	0	0	0	0	0	0	0	11	0	0	11
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	166	0	166	0	0	0	0	0	0	0	0	24	0	0	24
8:00 AM - 8:15 AM	0	134	0	134	0	0	0	0	0	0	0	0	28	0	0	28
8:15 AM - 8:30 AM	0	131	0	131	0	0	0	0	0	0	0	0	24	0	0	24
8:30 AM - 8:45 AM	0	92	0	92	0	0	0	0	0	0	0	0	8	0	0	8
Peak Hour Total	0	523	0	523	0	0	0	0	0	0	0	0	84	0	0	84
Peak 15 Minute Vol	0	166	0	166	0	0	0	0	0	0	0	0	28	0	0	28
Calculated PHF	N/A	0.79	N/A	0.79	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.75	N/A	N/A	0.75
DOT Effective PHF	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	176	0	176	0	0	0	0	0	0	0	0	86	0	0	86
4:15 PM - 4:30 PM	0	107	0	107	0	0	0	0	0	0	0	0	59	0	0	59
4:30 PM - 4:45 PM	0	122	0	122	0	0	0	0	0	0	0	0	130	0	0	130
4:45 PM - 5:00 PM	0	93	0	93	0	0	0	0	0	0	0	0	48	0	0	48
5:00 PM - 5:15 PM	0	115	0	115	0	0	0	0	0	0	0	0	85	0	0	85
5:15 PM - 5:30 PM	0	61	0	61	0	0	0	0	0	0	0	0	35	0	0	35
5:30 PM - 5:45 PM	0	61	0	61	0	0	0	0	0	0	0	0	23	0	0	23
5:45 PM - 6:00 PM	0	50	0	50	0	0	0	0	0	0	0	0	14	0	0	14
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	176	0	176	0	0	0	0	0	0	0	0	86	0	0	86
4:15 PM - 4:30 PM	0	107	0	107	0	0	0	0	0	0	0	0	59	0	0	59
4:30 PM - 4:45 PM	0	122	0	122	0	0	0	0	0	0	0	0	130	0	0	130
4:45 PM - 5:00 PM	0	93	0	93	0	0	0	0	0	0	0	0	48	0	0	48
Peak Hour Total	0	498	0	498	0	0	0	0	0	0	0	0	323	0	0	323
Peak 15 Minute Vol	0	176	0	176	0	0	0	0	0	0	0	0	130	0	0	130
Calculated PHF	N/A	0.71	N/A	0.71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.62	N/A	N/A	0.62
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80
Peak Period HV %	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
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8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													886													0															
Subtotal	0													0													997													0															
Lane group heavy vehicle %	0%													0%													2%													0%															
Approach heavy vehicle %	2%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
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Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
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Subtotal by category	0													0													774													0															
Subtotal	0													0													785													0															
Lane group heavy vehicle %	0%													0%													1%													0%															
Approach heavy vehicle %	1%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camrose Access Road  
 APPROACH: Westbound

MC = Motorcycles  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
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11:45 AM - 12:00 PM														0														0														0														0
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1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
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Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
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MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
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 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
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 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%



**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024			
INTERSECTION:	STREET (E-W):	Inner Ring Road WB		
	STREET (N-S):	U-Turn to Inner Ring Road		
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO	9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM	TO	2:00 PM
	PM PEAK PERIOD	4:00 PM	TO	6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	43	7	50	15	0	0	15	0	0	4	4
7:15 AM - 7:30 AM	0	0	0	0	0	49	9	58	19	0	0	19	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	62	18	80	11	0	0	11	0	0	6	6
7:45 AM - 8:00 AM	0	0	0	0	0	110	17	127	24	0	0	24	0	0	7	7
8:00 AM - 8:15 AM	0	0	0	0	0	94	17	111	26	0	0	26	0	0	8	8
8:15 AM - 8:30 AM	0	0	0	0	0	114	27	141	23	0	0	23	0	0	7	7
8:30 AM - 8:45 AM	0	0	0	0	0	80	9	89	10	0	0	10	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	110	17	127	24	0	0	24	0	0	7	7
8:00 AM - 8:15 AM	0	0	0	0	0	94	17	111	26	0	0	26	0	0	8	8
8:15 AM - 8:30 AM	0	0	0	0	0	114	27	141	23	0	0	23	0	0	7	7
8:30 AM - 8:45 AM	0	0	0	0	0	80	9	89	10	0	0	10	0	0	0	0
Peak Hour Total	0	0	0	0	0	398	70	468	83	0	0	83	0	0	22	22
Peak 15 Minute Vol	0	0	0	0	0	114	27	141	26	0	0	26	0	0	8	8
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.87	0.65	0.83	0.80	N/A	N/A	0.80	N/A	N/A	0.69	0.69
DOT Effective PHF	N/A	N/A	N/A	N/A	0.83	0.83	0.83	0.83	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Peak Period HV %	0%	0%	0%	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	215	8	223	0	0	0	0	0	0	7	7
4:15 PM - 4:30 PM	0	0	0	0	0	104	15	119	1	0	0	1	0	0	4	4
4:30 PM - 4:45 PM	0	0	0	0	0	227	13	240	0	0	0	0	0	0	9	9
4:45 PM - 5:00 PM	0	0	0	0	0	95	8	103	0	0	0	0	0	0	2	2
5:00 PM - 5:15 PM	0	0	0	0	0	157	10	167	0	0	0	0	0	0	5	5
5:15 PM - 5:30 PM	0	0	0	0	0	66	2	68	0	0	0	0	0	0	2	2
5:30 PM - 5:45 PM	0	0	0	0	0	45	3	48	0	0	0	0	0	0	2	2
5:45 PM - 6:00 PM	0	0	0	0	0	24	1	25	0	0	0	0	0	0	1	1
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	215	8	223	0	0	0	0	0	0	7	7
4:15 PM - 4:30 PM	0	0	0	0	0	104	15	119	1	0	0	1	0	0	4	4
4:30 PM - 4:45 PM	0	0	0	0	0	227	13	240	0	0	0	0	0	0	9	9
4:45 PM - 5:00 PM	0	0	0	0	0	95	8	103	0	0	0	0	0	0	2	2
Peak Hour Total	0	0	0	0	0	641	44	685	1	0	0	1	0	0	22	22
Peak 15 Minute Vol	0	0	0	0	0	227	15	240	1	0	0	1	0	0	9	9
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.71	0.73	0.71	0.25	N/A	N/A	0.25	N/A	N/A	0.61	0.61
DOT Effective PHF	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Peak Period HV %	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														43														7
7:15 AM - 7:30 AM														0														0														49														9
7:30 AM - 7:45 AM														0														0														52														16
7:45 AM - 8:00 AM														0														0														110														17
8:00 AM - 8:15 AM														0														0														94														17
8:15 AM - 8:30 AM														0														0														114														27
8:30 AM - 8:45 AM														0														0														80														9
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														552														652
Subtotal														0														0														552														652
Lane group heavy vehicle %														0%														0%														3%														0%
Approach heavy vehicle %																												2%																												

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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11:15 AM - 11:30 AM														0														0														0														0
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12:15 PM - 12:30 PM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
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Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														215														8
4:15 PM - 4:30 PM														0														0														104														15
4:30 PM - 4:45 PM														0														0														227														13
4:45 PM - 5:00 PM														0														0														8														8
5:00 PM - 5:15 PM														0														0														157														10
5:15 PM - 5:30 PM														0														0														68														2
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Subtotal by category														0														0														933														60
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Approach heavy vehicle %																												1%																												



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Outer Ring Road EB	
	STREET (N-S):	State Campus Road1-Turn to Outer Ring Road	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound			Total	Westbound			Total	Northbound			Total	Southbound			Total
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	56	33	89	0	0	0	0	0	0	50	50	1	0	0	1
7:15 AM - 7:30 AM	0	46	32	78	0	0	0	0	0	0	61	61	3	0	0	3
7:30 AM - 7:45 AM	0	61	31	92	0	0	0	0	0	0	85	85	5	0	0	5
7:45 AM - 8:00 AM	0	91	45	136	0	0	0	0	0	0	110	110	4	0	0	4
8:00 AM - 8:15 AM	0	96	42	138	0	0	0	0	0	0	116	116	4	0	0	4
8:15 AM - 8:30 AM	0	94	42	136	0	0	0	0	0	0	112	112	7	0	0	7
8:30 AM - 8:45 AM	0	56	35	91	0	0	0	0	0	0	68	68	7	0	0	7
8:45 AM - 9:00 AM	0	49	32	81	0	0	0	0	0	0	73	73	5	0	0	5
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	91	45	136	0	0	0	0	0	0	110	110	4	0	0	4
8:00 AM - 8:15 AM	0	96	42	138	0	0	0	0	0	0	116	116	4	0	0	4
8:15 AM - 8:30 AM	0	94	42	136	0	0	0	0	0	0	112	112	7	0	0	7
8:30 AM - 8:45 AM	0	56	35	91	0	0	0	0	0	0	68	68	7	0	0	7
Peak Hour Total	0	337	164	501	0	0	0	0	0	0	408	408	22	0	0	22
Peak 15 Minute Vol	0	96	45	138	0	0	0	0	0	0	116	116	7	0	0	7
Calculated PHF	N/A	0.88	0.91	0.91	N/A	N/A	N/A	N/A	N/A	N/A	0.88	0.88	0.79	N/A	N/A	0.79
DOT Effective PHF	0.91	0.91	0.91	0.91	N/A	N/A	N/A	N/A	0.88	0.88	0.88	0.88	0.80	0.80	0.80	0.80
Peak Period HV %	0%	2%	3%	3%	0%	0%	0%	0%	0%	0%	1%	1%	3%	0%	0%	3%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	149	109	258	0	0	0	0	0	0	36	36	96	0	0	96
4:15 PM - 4:30 PM	0	89	74	163	0	0	0	0	0	0	29	29	36	0	0	36
4:30 PM - 4:45 PM	0	135	120	255	0	0	0	0	0	0	42	42	47	0	0	47
4:45 PM - 5:00 PM	0	69	77	146	0	0	0	0	0	0	35	35	13	0	0	13
5:00 PM - 5:15 PM	0	99	96	195	0	0	0	0	0	0	43	43	26	0	0	26
5:15 PM - 5:30 PM	0	51	51	102	0	0	0	0	0	0	36	36	15	0	0	15
5:30 PM - 5:45 PM	0	27	61	88	0	0	0	0	0	0	30	30	9	0	0	9
5:45 PM - 6:00 PM	0	21	41	62	0	0	0	0	0	0	20	20	4	0	0	4
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	149	109	258	0	0	0	0	0	0	36	36	96	0	0	96
4:15 PM - 4:30 PM	0	89	74	163	0	0	0	0	0	0	29	29	36	0	0	36
4:30 PM - 4:45 PM	0	135	120	255	0	0	0	0	0	0	42	42	47	0	0	47
4:45 PM - 5:00 PM	0	69	77	146	0	0	0	0	0	0	35	35	13	0	0	13
Peak Hour Total	0	442	380	822	0	0	0	0	0	0	142	142	192	0	0	192
Peak 15 Minute Vol	0	149	120	258	0	0	0	0	0	0	42	42	46	0	0	46
Calculated PHF	N/A	0.74	0.79	0.80	N/A	N/A	N/A	N/A	N/A	N/A	0.85	0.85	0.50	N/A	N/A	0.50
DOT Effective PHF	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A	0.85	0.85	0.85	0.85	0.80	0.80	0.80	0.80
Peak Period HV %	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Boji/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
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Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												0%

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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4:00 PM - 4:15 PM														0														0														0														0
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4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														50
7:15 AM - 7:30 AM														0														0														0														60
7:30 AM - 7:45 AM														0														0														0														84
7:45 AM - 8:00 AM														0														0														0														110
8:00 AM - 8:15 AM														0														0														0														115
8:15 AM - 8:30 AM														0														0														0														112
8:30 AM - 8:45 AM														0														0														0														68
8:45 AM - 9:00 AM														0														0														0														72
Subtotal by category														0														0														0														0
Subtotal														0														0														0														671
Lane group heavy vehicle %														0%														0%														0%														1%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														36
4:15 PM - 4:30 PM														0														0														0														29
4:30 PM - 4:45 PM														0														0														0														42
4:45 PM - 5:00 PM														0														0														0														35
5:00 PM - 5:15 PM														0														0														0														42
5:15 PM - 5:30 PM														0														0														0														36
5:30 PM - 5:45 PM														0														0														0														30
5:45 PM - 6:00 PM														0														0														0														19
Subtotal by category														0														0														0														0
Subtotal														0														0														0														269
Lane group heavy vehicle %														0%														0%														0%														1%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campos Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
AM PEAK PERIOD																																																							
7:00 AM - 7:15 AM																																																							
7:15 AM - 7:30 AM																																																							
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8:45 AM - 9:00 AM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV % 3%																																																							

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
MIDDAY PEAK PERIOD																																																							
11:00 AM - 11:15 AM																																																							
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1:45 PM - 2:00 PM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV % 0%																																																							

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
PM PEAK PERIOD																																																							
4:00 PM - 4:15 PM																																																							
4:15 PM - 4:30 PM																																																							
4:30 PM - 4:45 PM																																																							
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5:30 PM - 5:45 PM																																																							
5:45 PM - 6:00 PM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV % 0%																																																							

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Inner Ring Road WB	
	STREET (N-S):	U-Turn to Inner Ring Road	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	0	0	0	0	36	0	36	46	0	0	46	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	60	0	60	53	0	0	53	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	70	0	70	68	0	0	68	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	102	0	102	116	0	0	116	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	111	0	111	110	0	0	110	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	120	0	120	111	0	0	111	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	68	0	68	66	0	0	66	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	68	0	68	64	0	0	64	0	0	0	0
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	0	0	0	0	102	0	102	116	0	0	116	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	111	0	111	110	0	0	110	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	120	0	120	111	0	0	111	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	68	0	68	66	0	0	66	0	0	0	0
Peak Hour Total	0	0	0	0	0	401	0	401	403	0	0	403	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	120	0	120	116	0	0	116	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.84	N/A	0.84	0.87	N/A	N/A	0.87	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.84	0.84	0.84	0.84	0.87	0.87	0.87	0.87	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	214	0	214	22	0	0	22	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	92	0	92	14	0	0	14	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	124	0	124	22	0	0	22	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	60	0	60	16	0	0	16	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	99	0	99	25	0	0	25	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	36	0	36	15	0	0	15	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	31	0	31	6	0	0	6	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	14	0	14	3	0	0	3	0	0	0	0
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	0	0	0	0	214	0	214	22	0	0	22	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	92	0	92	14	0	0	14	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	124	0	124	22	0	0	22	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	60	0	60	16	0	0	16	0	0	0	0
Peak Hour Total	0	0	0	0	0	490	0	490	74	0	0	74	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	214	0	214	22	0	0	22	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	0.57	N/A	0.57	0.84	N/A	N/A	0.84	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	0.84	0.84	0.84	0.84	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	2%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
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7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														3%														0%
Approach heavy vehicle %																												3%																												

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														2%														0%
Approach heavy vehicle %																												2%																												

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canton Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
AM PEAK PERIOD																																																							
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Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
MIDDAY PEAK PERIOD																																																							
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Lane group heavy vehicle %																																																							
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
PM PEAK PERIOD																																																							
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

1%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
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12:15 PM - 12:30 PM														0														0														0														0
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1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
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5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Outer Ring Road EB	
	STREET (N-S):	Campus Access Road	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound			Total	Westbound			Total	Northbound			Southbound				
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Total	
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	0	53	6	59	0	0	0	0	0	0	9	9	2	0	0	2
7:15 AM - 7:30 AM	0	53	8	61	0	0	0	0	0	0	12	12	1	0	0	1
7:30 AM - 7:45 AM	0	83	12	105	0	0	0	0	0	0	23	23	6	0	0	6
7:45 AM - 8:00 AM	0	109	13	122	0	0	0	0	0	0	29	29	2	0	0	2
8:00 AM - 8:15 AM	0	94	14	108	0	0	0	0	0	0	22	22	8	0	0	8
8:15 AM - 8:30 AM	0	87	9	96	0	0	0	0	0	0	30	30	2	0	0	2
8:30 AM - 8:45 AM	0	52	9	61	0	0	0	0	0	0	23	23	2	0	0	2
8:45 AM - 9:00 AM	0	53	11	64	0	0	0	0	0	0	16	16	3	0	0	3
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	0	109	13	122	0	0	0	0	0	0	29	29	2	0	0	2
8:00 AM - 8:15 AM	0	94	14	108	0	0	0	0	0	0	22	22	8	0	0	8
8:15 AM - 8:30 AM	0	87	9	96	0	0	0	0	0	0	30	30	2	0	0	2
8:30 AM - 8:45 AM	0	52	9	61	0	0	0	0	0	0	23	23	2	0	0	2
Peak Hour Total	0	342	45	387	0	0	0	0	0	0	104	104	14	0	0	14
Peak 15 Minute Vol	0	109	14	122	0	0	0	0	0	0	30	30	8	0	0	8
Calculated PHF	N/A	0.78	0.80	0.79	N/A	N/A	N/A	N/A	N/A	N/A	0.87	0.87	0.44	N/A	N/A	0.44
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	0.87	0.87	0.87	0.87	0.80	0.80	0.80	0.80
Peak Period HV %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	2%	4%	0%	0%	4%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	0	237	21	258	0	0	0	0	0	0	27	27	26	0	0	26
4:15 PM - 4:30 PM	0	120	20	140	0	0	0	0	0	0	21	21	9	0	0	9
4:30 PM - 4:45 PM	0	174	19	193	0	0	0	0	0	0	16	16	17	0	0	17
4:45 PM - 5:00 PM	0	99	7	106	0	0	0	0	0	0	22	22	7	0	0	7
5:00 PM - 5:15 PM	0	123	15	138	0	0	0	0	0	0	22	22	21	0	0	21
5:15 PM - 5:30 PM	0	79	9	88	0	0	0	0	0	0	17	17	10	0	0	10
5:30 PM - 5:45 PM	0	54	8	62	0	0	0	0	0	0	10	10	3	0	0	3
5:45 PM - 6:00 PM	0	38	5	43	0	0	0	0	0	0	11	11	2	0	0	2
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	0	237	21	258	0	0	0	0	0	0	27	27	26	0	0	26
4:15 PM - 4:30 PM	0	120	20	140	0	0	0	0	0	0	21	21	9	0	0	9
4:30 PM - 4:45 PM	0	174	19	193	0	0	0	0	0	0	16	16	17	0	0	17
4:45 PM - 5:00 PM	0	99	7	106	0	0	0	0	0	0	22	22	7	0	0	7
Peak Hour Total	0	630	67	697	0	0	0	0	0	0	86	86	59	0	0	59
Peak 15 Minute Vol	0	237	21	258	0	0	0	0	0	0	27	27	26	0	0	26
Calculated PHF	N/A	0.66	0.80	0.68	N/A	N/A	N/A	N/A	N/A	N/A	0.80	0.80	0.57	N/A	N/A	0.57
DOT Effective PHF	0.85	0.85	0.85	0.85	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Peak Period HV %	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														53														6
7:15 AM - 7:30 AM														0														0														53														8
7:30 AM - 7:45 AM														0														0														33														12
7:45 AM - 8:00 AM														0														0														109														13
8:00 AM - 8:15 AM														0														0														94														14
8:15 AM - 8:30 AM														0														0														87														9
8:30 AM - 8:45 AM														0														0														52														9
8:45 AM - 9:00 AM														0														0														53														11
Subtotal by category														0														0														580														82
Subtotal														0														0														595														82
Lane group heavy vehicle %														0%														0%														2%														0%
Approach heavy vehicle %																																										2%														

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														237														21
4:15 PM - 4:30 PM														0														0														120														20
4:30 PM - 4:45 PM														0														0														174														19
4:45 PM - 5:00 PM														0														0														99														7
5:00 PM - 5:15 PM														0														0														123														15
5:15 PM - 5:30 PM														0														0														79														9
5:30 PM - 5:45 PM														0														0														54														8
5:45 PM - 6:00 PM														0														0														38														5
Subtotal by category														0														0														908														104
Subtotal														0														0														926														104
Lane group heavy vehicle %														0%														0%														2%														0%
Approach heavy vehicle %																																										1%														



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campos Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
7:15 AM - 7:30 AM														0														0														0														0
7:30 AM - 7:45 AM														0														0														0														0
7:45 AM - 8:00 AM														0														0														0														0
8:00 AM - 8:15 AM														0														0														0														0
8:15 AM - 8:30 AM														0														0														0														0
8:30 AM - 8:45 AM														0														0														0														0
8:45 AM - 9:00 AM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
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12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
4:15 PM - 4:30 PM														0														0														0														0
4:30 PM - 4:45 PM														0														0														0														0
4:45 PM - 5:00 PM														0														0														0														0
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5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														9
7:15 AM - 7:30 AM														0														0														0														11
7:30 AM - 7:45 AM														0														0														0														23
7:45 AM - 8:00 AM														0														0														0														29
8:00 AM - 8:15 AM														0														0														0														22
8:15 AM - 8:30 AM														0														0														0														29
8:30 AM - 8:45 AM														0														0														0														23
8:45 AM - 9:00 AM														0														0														0														15
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														2%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
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12:30 PM - 12:45 PM														0														0														0														0
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														27
4:15 PM - 4:30 PM														0														0														0														21
4:30 PM - 4:45 PM														0														0														0														15
4:45 PM - 5:00 PM														0														0														0														22
5:00 PM - 5:15 PM														0														0														0														21
5:15 PM - 5:30 PM														0														0														0														16
5:30 PM - 5:45 PM														0														0														0														10
5:45 PM - 6:00 PM														0														0														0														11
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														2%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3- or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						4%	

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						0%	

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:45 PM - 6:00 PM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						0%	



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														0														0														0
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8:30 AM - 8:45 AM														0														0														0														0
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Lane group heavy vehicle %														0%														0%														0%														0%
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Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														0														0														0
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							





INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn												Total	Left-Turn												Total	Through												Total	Right-Turn												Total													
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT		BCLE	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT		TTT	BCLE	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU		HT	TTT	BCLE	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB		SU	HT	TTT	BCLE									
<b>AM PEAK PERIOD</b>																																																																	
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<b>Lane group heavy vehicle %</b>													0%													0%													3%													0%													
<b>Approach heavy vehicle %</b>																										3%																										0%													

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn												Total	Left-Turn												Total	Through												Total	Right-Turn												Total													
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT		BCLE	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT		TTT	BCLE	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU		HT	TTT	BCLE	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB		SU	HT	TTT	BCLE									
<b>MIDDAY PEAK PERIOD</b>																																																																	
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<b>Lane group heavy vehicle %</b>													0%													0%													0%													0%													
<b>Approach heavy vehicle %</b>																										0%																										0%													

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn												Total	Left-Turn												Total	Through												Total	Right-Turn												Total													
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT		BCLE	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT		TTT	BCLE	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU		HT	TTT	BCLE	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB		SU	HT	TTT	BCLE									
<b>PM PEAK PERIOD</b>																																																																	
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INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Subtotal by category														0														0														0														0
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Approach heavy vehicle %																																																								
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Subtotal by category	0														0														0														0													
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canisus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Lane group heavy vehicle %	0%													0%													2%													100%															
Approach heavy vehicle %	3%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
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Subtotal by category																																																							
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Lane group heavy vehicle %	0%													0%													0%													100%															
Approach heavy vehicle %	2%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camrose Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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8:30 AM - 8:45 AM														0														0														0														0
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Subtotal by category														0														1														0														0
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Lane group heavy vehicle %														0%														100%														0%														0%
Approach heavy vehicle %																												100%																												

Combined U-Turn and Left-Turn HV % 100%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
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Lane group heavy vehicle %														0%														0%														0%														0%
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
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Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												

Combined U-Turn and Left-Turn HV % 0%



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
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<b>PM PEAK PERIOD</b>																																																								
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Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
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Lane group heavy vehicle %	0%														0%														0%														0%													
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GENERAL INFORMATION

Table with 2 columns: PROJECT NAME: DASNY Wadsworth Consolidated Labs, PROJECT NO: 230738, DATE: August 16, 2024, ANALYST: AA

INTERSECTION INFORMATION

Table with 2 columns: SURVEY DATE: April 30, 2024; INTERSECTION: STREET (E-W): Campus Access Road/Behndere Avenue, STREET (N-S): Bravoter Street; SURVEY PERIOD: AM PEAK PERIOD 7:00 AM TO 9:00 AM, MIDDAY PEAK PERIOD 11:00 AM TO 2:00 PM, PM PEAK PERIOD 4:00 PM TO 6:00 PM

NOTES:

- 1.) 15 minute values should be input in the VCC tabs.
2.) Time values should be entered in military time.
3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

TRAFFIC VOLUMES

Main table with columns: Time Period (Begin/End), Eastbound (Left/Thru/Right/Total), Westbound (Left/Thru/Right/Total), Northbound (Left/Thru/Right/Total), Southbound (Left/Thru/Right/Total). Rows include AM, Midday, and PM Peak Periods with detailed 15-minute volume data and summary statistics.

INTERSECTION: STREET (E-W): Western Avenue  
STREET (N-S): Canopus Access Road  
APPROACH: Eastbound

MC = Motorcycles  
SUV = SUVs, Pickups, Vans, Small Panel Trucks  
TB = Transit Buses (including articulated and express buses)  
SSSB = Small Size School Bus (2-axle 4 tires)  
FSSB = Full Size School Bus  
IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total							
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE								
<b>AM PEAK PERIOD</b> 7:00 AM - 7:15 AM 7:15 AM - 7:30 AM 7:30 AM - 7:45 AM 7:45 AM - 8:00 AM 8:00 AM - 8:15 AM 8:15 AM - 8:30 AM 8:30 AM - 8:45 AM 8:45 AM - 9:00 AM																														1																				1													
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total							
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<b>PM PEAK PERIOD</b> 4:00 PM - 4:15 PM 4:15 PM - 4:30 PM 4:30 PM - 4:45 PM 4:45 PM - 5:00 PM 5:00 PM - 5:15 PM 5:15 PM - 5:30 PM 5:30 PM - 5:45 PM 5:45 PM - 6:00 PM																														1																				1													
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Approach heavy vehicle %	1%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
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INTERSECTION: STREET (E-W): Western Avenue  
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:45 PM - 6:00 PM																																																							
Subtotal by category	0													0													1													12															
Subtotal	0													0													1													12															
Lane group heavy vehicle %	0%													0%													100%													100%															
Approach heavy vehicle %	100%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jibney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																											5																												
7:15 AM - 7:30 AM																											6																												
7:30 AM - 7:45 AM																											13																												
7:45 AM - 8:00 AM																											10																												
8:00 AM - 8:15 AM																											9																												
8:15 AM - 8:30 AM																											6																												
8:30 AM - 8:45 AM																											5																												
8:45 AM - 9:00 AM																											6																												
Subtotal by category	0													0													60													0															
Subtotal	0													0													60													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																											8																												
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5:45 PM - 6:00 PM																											9													1															
Subtotal by category	0													0													41													1															
Subtotal	0													0													42													1															
Lane group heavy vehicle %	0%													0%													2%													0%															
Approach heavy vehicle %	2%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (Including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
AM PEAK PERIOD 7:00 AM - 7:15 AM 7:15 AM - 7:30 AM 7:30 AM - 7:45 AM 7:45 AM - 8:00 AM 8:00 AM - 8:15 AM 8:15 AM - 8:30 AM 8:30 AM - 8:45 AM 8:45 AM - 9:00 AM													0	1													1											15													0				
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	241	0	0	3	0	0	0	0	0	0	0	0	0	16	0	0	2	0	0	0	0	0	0	0	0		
Lane group heavy vehicle %	0%													100%													1%													11%															
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV % 100%																																																							

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
MIDDAY PEAK PERIOD 11:00 AM - 11:15 AM 11:15 AM - 11:30 AM 11:30 AM - 11:45 AM 11:45 AM - 12:00 PM 12:00 PM - 12:15 PM 12:15 PM - 12:30 PM 12:30 PM - 12:45 PM 12:45 PM - 1:00 PM 1:00 PM - 1:15 PM 1:15 PM - 1:30 PM 1:30 PM - 1:45 PM 1:45 PM - 2:00 PM													0	0													0																								0				
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	482	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV % 0%																																																							

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
PM PEAK PERIOD 4:00 PM - 4:15 PM 4:15 PM - 4:30 PM 4:30 PM - 4:45 PM 4:45 PM - 5:00 PM 5:00 PM - 5:15 PM 5:15 PM - 5:30 PM 5:30 PM - 5:45 PM 5:45 PM - 6:00 PM													0	1													1																								1				
Subtotal by category	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	243	0	0	2	0	0	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0			
Lane group heavy vehicle %	0%													100%													2%													0%															
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV % 5%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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Subtotal by category																																																							
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Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						5%	

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
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Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						0%	

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							
Combined U-Turn and Left-Turn HV %																																																						1%	



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
7:15 AM - 7:30 AM																																																							
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8:15 AM - 8:30 AM																																																							
8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category	0													3													1,379													25															
Subtotal	0													3													1,411													27															
Lane group heavy vehicle %	0%													0%													2%													7%															
Approach heavy vehicle %	2%																																																						
Combined U-Turn and Left-Turn HV % 0%																																																							

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
11:15 AM - 11:30 AM																																																							
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Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						
Combined U-Turn and Left-Turn HV % 0%																																																							

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM														1													0													9															
4:15 PM - 4:30 PM														2													0													10															
4:30 PM - 4:45 PM														0													0													17															
4:45 PM - 5:00 PM														2													0													12															
5:00 PM - 5:15 PM														2													0													178															
5:15 PM - 5:30 PM														2													0													19															
5:30 PM - 5:45 PM														3													0													175															
5:45 PM - 6:00 PM														1													0													10															
Subtotal by category	0													13													1													97															
Subtotal	0													13													1,373													98															
Lane group heavy vehicle %	0%													0%													1%													1%															
Approach heavy vehicle %	1%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														1														88														0
7:15 AM - 7:30 AM														0														0														73														0
7:30 AM - 7:45 AM														0														0														92														97
7:45 AM - 8:00 AM														0														2														131														134
8:00 AM - 8:15 AM														0														2														160														164
8:15 AM - 8:30 AM														0														2														151														154
8:30 AM - 8:45 AM														0														3														132														136
8:45 AM - 9:00 AM														0														1														143														151
Subtotal by category														0														11														997														3
Subtotal														0														11														1,001														3
Lane group heavy vehicle %														0%														9%														3%														0%
Approach heavy vehicle %																												3%																												
Combined U-Turn and Left-Turn HV % 9%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
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12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														2														264														267
4:15 PM - 4:30 PM														0														6														242														245
4:30 PM - 4:45 PM														0														4														239														240
4:45 PM - 5:00 PM														0														6														223														225
5:00 PM - 5:15 PM														0														5														207														213
5:15 PM - 5:30 PM														0														7														222														224
5:30 PM - 5:45 PM														0														4														227														231
5:45 PM - 6:00 PM														0														6														175														177
Subtotal by category														0														40														1,799														1,822
Subtotal														0														40														1,823														18
Lane group heavy vehicle %														0%														0%														1%														0%
Approach heavy vehicle %																												1%																												
Combined U-Turn and Left-Turn HV % 1%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canton Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jibney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
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8:45 AM - 9:00 AM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

Combined U-Turn and Left-Turn HV % 3%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
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1:30 PM - 1:45 PM																																																							
1:45 PM - 2:00 PM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
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5:45 PM - 6:00 PM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %																																																							
Approach heavy vehicle %																																																							









INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3- or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														1														55														6
7:15 AM - 7:30 AM														0														0														52														8
7:30 AM - 7:45 AM														0														0														88														6
7:45 AM - 8:00 AM														0														0														146														11
8:00 AM - 8:15 AM														0														2														134														12
8:15 AM - 8:30 AM														0														0														121														15
8:30 AM - 8:45 AM														0														1														126														6
8:45 AM - 9:00 AM														0														3														122														14
Subtotal by category														0														7														844														78
Subtotal														0														8														874														80
Lane group heavy vehicle %														0%														13%														3%														1%
Approach heavy vehicle %																												3%																												
Combined U-Turn and Left-Turn HV %																																								13%																

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												
Combined U-Turn and Left-Turn HV %																																								0%																

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total														
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE															
<b>PM PEAK PERIOD</b>																																																																						
4:00 PM - 4:15 PM														0														2														0														221														4
4:15 PM - 4:30 PM														0														1														0														194														5
4:30 PM - 4:45 PM														0														0														0														175														7
4:45 PM - 5:00 PM														0														3														0														187														2
5:00 PM - 5:15 PM														0														4														1														160														4
5:15 PM - 5:30 PM														0														1														0														211														2
5:30 PM - 5:45 PM														0														3														0														178														3
5:45 PM - 6:00 PM														0														1														0														155														1
Subtotal by category														0														15														1														1,481														29
Subtotal														0														15														1														1,507														30
Lane group heavy vehicle %														0%														0%														2%														3%														
Approach heavy vehicle %																												2%																																										
Combined U-Turn and Left-Turn HV %																																								0%																														

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn														Left-Turn														Through														Right-Turn													
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
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8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														1														0														0													
Subtotal	0														31														165														63													
Lane group heavy vehicle %	0%														0%														1%														5%													
Approach heavy vehicle %	2%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn														Left-Turn														Through														Right-Turn													
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total
<b>MIDDAY PEAK PERIOD</b>																																																								
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Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn														Left-Turn														Through														Right-Turn													
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total
<b>PM PEAK PERIOD</b>																																																								
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5:30 PM - 5:45 PM																																																								
5:45 PM - 6:00 PM																																																								
Subtotal by category	0														27														58														33													
Subtotal	0														27														58														33													
Lane group heavy vehicle %	0%														0%														0%														3%													
Approach heavy vehicle %	1%																																																							

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Southbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jibney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %	0%													2%													0%													4%															
Approach heavy vehicle %	3%																																																						

Combined U-Turn and Left-Turn HV % 2%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
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Subtotal by category																																																							
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Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
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5:45 PM - 6:00 PM																																																							
Subtotal by category																																																							
Subtotal																																																							
Lane group heavy vehicle %	0%													1%													0%													0%															
Approach heavy vehicle %	0%																																																						



INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Carous Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camrose Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
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Lane group heavy vehicle %	0%													0%													2%													3%															
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INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Carous Access Road  
 APPROACH: Northbound Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
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 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
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Combined U-Turn and Left-Turn HV % 0%																																																								





INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														8														110														0
7:15 AM - 7:30 AM														0														18														151														0
7:30 AM - 7:45 AM														0														22														175														181
7:45 AM - 8:00 AM														0														26														206														212
8:00 AM - 8:15 AM														0														31														172														181
8:15 AM - 8:30 AM														0														9														178														186
8:30 AM - 8:45 AM														0														12														160														163
8:45 AM - 9:00 AM														0														13														148														154
Subtotal by category														0														140														1,343														0
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Lane group heavy vehicle %														0%														1%														3%														0%
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<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														16														154														0
4:15 PM - 4:30 PM														0														11														172														176
4:30 PM - 4:45 PM														0														17														181														185
4:45 PM - 5:00 PM														0														15														190														191
5:00 PM - 5:15 PM														0														14														187														191
5:15 PM - 5:30 PM														0														8														180														181
5:30 PM - 5:45 PM														0														10														170														173
5:45 PM - 6:00 PM														0														9														143														144
Subtotal by category														0														101														1,396														1
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Lane group heavy vehicle %														0%														2%														2%														0%
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Combined U-Turn and Left-Turn HV % 2%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

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Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
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INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM																																																								
7:15 AM - 7:30 AM																																																								
7:30 AM - 7:45 AM																																																								
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8:15 AM - 8:30 AM																																																								
8:30 AM - 8:45 AM																																																								
8:45 AM - 9:00 AM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM																																																								
11:15 AM - 11:30 AM																																																								
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1:15 PM - 1:30 PM																																																								
1:30 PM - 1:45 PM																																																								
1:45 PM - 2:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							

Combined U-Turn and Left-Turn HV % 0%

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM																																																								
4:15 PM - 4:30 PM																																																								
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5:15 PM - 5:30 PM																																																								
5:30 PM - 5:45 PM																																																								
5:45 PM - 6:00 PM																																																								
Subtotal by category	0														0														0														0													
Subtotal	0														0														0														0													
Lane group heavy vehicle %	0%														0%														0%														0%													
Approach heavy vehicle %	0%																																																							





**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO.:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Western Avenue	
	STREET (N-S):	Belvidere Avenue	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM TO 9:00 AM	
	MIDDAY PEAK PERIOD	11:00 AM TO 2:00 PM	
	PM PEAK PERIOD	4:00 PM TO 6:00 PM	

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	1	112	0	113	0	67	2	69	0	1	0	1	3	0	2	5
7:15 AM - 7:30 AM	0	178	1	179	1	63	7	71	0	0	0	0	2	0	2	4
7:30 AM - 7:45 AM	1	197	1	199	0	111	13	124	1	0	1	2	8	0	1	9
7:45 AM - 8:00 AM	1	236	1	238	0	156	9	165	0	1	0	1	4	1	0	5
8:00 AM - 8:15 AM	2	209	0	211	0	144	9	153	1	1	0	2	5	1	2	8
8:15 AM - 8:30 AM	0	202	1	203	0	141	3	144	2	0	0	2	4	0	2	6
8:30 AM - 8:45 AM	1	183	1	185	2	144	3	149	0	0	0	0	9	0	0	9
8:45 AM - 9:00 AM	2	156	2	160	0	141	2	143	0	0	1	1	2	0	0	2
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	1	236	1	238	0	156	9	165	0	1	0	1	4	1	0	5
8:00 AM - 8:15 AM	2	209	0	211	0	144	9	153	1	1	0	2	5	1	2	8
8:15 AM - 8:30 AM	0	202	1	203	0	141	3	144	2	0	0	2	4	0	2	6
8:30 AM - 8:45 AM	1	183	1	185	2	144	3	149	0	0	0	0	9	0	0	9
Peak Hour Total	4	830	3	837	2	585	24	611	3	2	0	5	22	2	4	28
Peak 15 Minute Vol	2	236	1	238	2	156	9	165	2	1	0	2	9	1	2	9
Calculated PHF	0.50	0.88	0.75	0.88	0.25	0.94	0.67	0.93	0.38	0.50	N/A	0.63	0.61	0.50	0.50	0.78
DOT Effective PHF	0.88	0.88	0.88	0.88	0.93	0.93	0.93	0.93	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Peak Period HV %	13%	3%	71%	4%	0%	4%	6%	4%	0%	0%	0%	0%	3%	0%	0%	2%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	2	143	2	147	0	215	12	227	1	0	0	1	7	1	0	8
4:15 PM - 4:30 PM	2	174	3	179	0	213	6	219	0	0	0	0	5	1	1	7
4:30 PM - 4:45 PM	3	182	0	185	0	179	9	188	0	1	1	2	6	0	2	8
4:45 PM - 5:00 PM	1	192	4	197	0	224	9	233	0	0	0	0	2	0	0	2
5:00 PM - 5:15 PM	0	204	3	207	4	161	11	176	0	1	0	1	7	0	3	10
5:15 PM - 5:30 PM	0	181	1	182	2	226	5	233	1	0	1	2	8	0	0	8
5:30 PM - 5:45 PM	2	155	2	159	2	170	3	175	2	0	0	2	5	0	2	7
5:45 PM - 6:00 PM	0	171	1	172	0	147	9	156	0	0	0	0	5	0	1	6
<b>Generalized PM Peak Hour Only</b>																
4:00 PM - 4:15 PM	2	143	2	147	0	215	12	227	1	0	0	1	7	1	0	8
4:15 PM - 4:30 PM	2	174	3	179	0	213	6	219	0	0	0	0	5	1	0	7
4:30 PM - 4:45 PM	3	182	0	185	0	179	9	188	0	1	1	2	6	0	2	8
4:45 PM - 5:00 PM	1	192	4	197	0	224	9	233	0	0	0	0	2	0	0	2
Peak Hour Total	8	691	9	708	0	831	36	867	1	1	1	3	20	2	3	25
Peak 15 Minute Vol	3	192	4	197	0	224	12	233	1	1	1	2	7	1	2	8
Calculated PHF	0.67	0.90	0.56	0.90	N/A	0.93	0.75	0.93	0.25	0.25	0.25	0.38	0.71	0.50	0.38	0.78
DOT Effective PHF	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Peak Period HV %	0%	2%	0%	2%	0%	2%	2%	2%	0%	0%	0%	0%	0%	0%	11%	2%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = Intercity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

**Total** Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>AM PEAK PERIOD</b>																																																								
7:00 AM - 7:15 AM														0														1														112														0
7:15 AM - 7:30 AM														0														1														178														1
7:30 AM - 7:45 AM														0														1														197														0
7:45 AM - 8:00 AM														0														1														232														0
8:00 AM - 8:15 AM														0														2														199														0
8:15 AM - 8:30 AM														0														0														194														0
8:30 AM - 8:45 AM														0														1														178														1
8:45 AM - 9:00 AM														0														2														151														0
Subtotal by category														0														8														1,425														1,473
Subtotal														0														8														1,473														7
Lane group heavy vehicle %														0%														13%														3%														71%
Approach heavy vehicle %																												4%																												
Combined U-Turn and Left-Turn HV % 13%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>MIDDAY PEAK PERIOD</b>																																																								
11:00 AM - 11:15 AM														0														0														0														0
11:15 AM - 11:30 AM														0														0														0														0
11:30 AM - 11:45 AM														0														0														0														0
11:45 AM - 12:00 PM														0														0														0														0
12:00 PM - 12:15 PM														0														0														0														0
12:15 PM - 12:30 PM														0														0														0														0
12:30 PM - 12:45 PM														0														0														0														0
12:45 PM - 1:00 PM														0														0														0														0
1:00 PM - 1:15 PM														0														0														0														0
1:15 PM - 1:30 PM														0														0														0														0
1:30 PM - 1:45 PM														0														0														0														0
1:45 PM - 2:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												
Combined U-Turn and Left-Turn HV % 0%																																																								

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE		MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	
<b>PM PEAK PERIOD</b>																																																								
4:00 PM - 4:15 PM														0														2														143														2
4:15 PM - 4:30 PM														0														2														168														3
4:30 PM - 4:45 PM														0														3														179														0
4:45 PM - 5:00 PM														0														1														187														0
5:00 PM - 5:15 PM														0														0														201														0
5:15 PM - 5:30 PM														0														0														178														1
5:30 PM - 5:45 PM														0														2														152														0
5:45 PM - 6:00 PM														0														0														167														1
Subtotal by category														0														10														1,370														1,402
Subtotal														0														10														1,403														16
Lane group heavy vehicle %														0%														0%														2%														0%
Approach heavy vehicle %																												2%																												
Combined U-Turn and Left-Turn HV % 0%																																																								

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Camden Access Road  
 APPROACH: Westbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
 FSSB = Full Size School Bus  
 IOB = InterCity/Other Buses (Megabus/Bolt/Tour buses, etc.)

JB = Jitney Buses  
 SU = Panel or Single Unit Trucks (2-axle 6 tires)  
 HT = Heavy Trucks (Single unit trucks 3-or more axles; Single tractor trailers)  
 TTT = Tandem Tractor Trailers (Multi-trailers)  
 BCLE = Bicycles

Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>AM PEAK PERIOD</b>																																																							
7:00 AM - 7:15 AM																																																							
7:15 AM - 7:30 AM																																																							
7:30 AM - 7:45 AM																																																							
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8:15 AM - 8:30 AM																																																							
8:30 AM - 8:45 AM																																																							
8:45 AM - 9:00 AM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													3													928													45															
Lane group heavy vehicle %	0%													0%													4%													6%															
Approach heavy vehicle %	4%																																																						
Combined U-Turn and Left-Turn HV %	0%																																																						

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>MIDDAY PEAK PERIOD</b>																																																							
11:00 AM - 11:15 AM																																																							
11:15 AM - 11:30 AM																																																							
11:30 AM - 11:45 AM																																																							
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1:15 PM - 1:30 PM																																																							
1:30 PM - 1:45 PM																																																							
1:45 PM - 2:00 PM																																																							
Subtotal by category	0													0													0													0															
Subtotal	0													0													0													0															
Lane group heavy vehicle %	0%													0%													0%													0%															
Approach heavy vehicle %	0%																																																						
Combined U-Turn and Left-Turn HV %	0%																																																						

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
<b>PM PEAK PERIOD</b>																																																							
4:00 PM - 4:15 PM																																																							
4:15 PM - 4:30 PM																																																							
4:30 PM - 4:45 PM																																																							
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5:00 PM - 5:15 PM																																																							
5:15 PM - 5:30 PM																																																							
5:30 PM - 5:45 PM																																																							
5:45 PM - 6:00 PM																																																							
Subtotal by category	0													8													1,497													61															
Subtotal	0													8													1,535													64															
Lane group heavy vehicle %	0%													0%													2%													2%															
Approach heavy vehicle %	2%																																																						
Combined U-Turn and Left-Turn HV %	0%																																																						

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Campus Access Road  
 APPROACH: Northbound

MC = Motorcycles  
 SUV = SUVs, Pickups, Vans, Small Panel Trucks  
 TB = Transit Buses (including articulated and express buses)  
 SSSB = Small Size School Bus (2-axle 4 tires)  
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Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
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7:00 AM - 7:15 AM														0														0														1														0
7:15 AM - 7:30 AM														0														1														0														0
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8:00 AM - 8:15 AM														0														0														1														0
8:15 AM - 8:30 AM														0														2														0														0
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**GENERAL INFORMATION**

PROJECT NAME:	DASNY Wadsworth Consolidated Labs
PROJECT NO:	230738
DATE:	August 16, 2024
ANALYST:	AA

**INTERSECTION INFORMATION**

SURVEY DATE:	April 30, 2024		
INTERSECTION:	STREET (E-W):	Outer Ring Ramps	
	STREET (N-S):	Bravoter Streets	
SURVEY PERIOD:	AM PEAK PERIOD	7:00 AM	TO 9:00 AM
	MIDDAY PEAK PERIOD	11:00 AM	TO 2:00 PM
	PM PEAK PERIOD	4:00 PM	TO 6:00 PM

**NOTES:**

- 1.) 15 minute values should be input in the VCC tabs.
- 2.) Time values should be entered in military time.
- 3.) If there is no volume for a movement or time period, a zero should be entered in the appropriate cell(s).

**TRAFFIC VOLUMES**

Time Period Begin End	Eastbound				Westbound				Northbound				Southbound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
<b>AM PEAK PERIOD</b>																
7:00 AM - 7:15 AM	7	0	5	12	0	0	0	0	10	14	0	24	0	9	9	18
7:15 AM - 7:30 AM	5	0	6	11	0	0	0	0	24	13	0	37	0	21	14	35
7:30 AM - 7:45 AM	9	0	4	13	0	0	0	0	29	28	0	57	0	30	15	45
7:45 AM - 8:00 AM	25	0	19	44	0	0	0	0	58	41	0	99	0	54	22	76
8:00 AM - 8:15 AM	21	0	16	37	0	0	0	0	33	31	0	64	0	47	17	64
8:15 AM - 8:30 AM	19	0	5	24	0	0	0	0	34	22	0	56	0	21	16	37
8:30 AM - 8:45 AM	17	0	1	18	0	0	0	0	21	21	0	42	0	28	15	43
8:45 AM - 9:00 AM	13	0	5	18	0	0	0	0	25	19	0	44	0	26	16	42
<b>Generalized AM Peak Hour Only</b>																
7:45 AM - 8:00 AM	25	0	19	44	0	0	0	0	58	41	0	99	0	54	22	76
8:00 AM - 8:15 AM	21	0	16	37	0	0	0	0	33	31	0	64	0	47	17	64
8:15 AM - 8:30 AM	19	0	5	24	0	0	0	0	34	22	0	56	0	21	16	37
8:30 AM - 8:45 AM	17	0	1	18	0	0	0	0	21	21	0	42	0	28	15	43
Peak Hour Total	82	0	41	123	0	0	0	0	146	115	0	261	0	150	70	220
Peak 15 Minute Vol	25	0	19	44	0	0	0	0	58	41	0	99	0	54	22	76
Calculated PHF	0.82	N/A	0.54	0.70	N/A	N/A	N/A	N/A	0.63	0.70	N/A	0.66	N/A	0.69	0.80	0.72
DOT Effective PHF	0.80	0.80	0.80	0.80	N/A	N/A	N/A	N/A	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Peak Period HV %	2%	0%	3%	2%	0%	0%	0%	0%	0%	2%	0%	1%	0%	4%	2%	3%
<b>MIDDAY PEAK PERIOD</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM - 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM - 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM - 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM - 2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Generalized Midday Peak Hour Only</b>																
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15 Minute Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calculated PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DOT Effective PHF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Peak Period HV %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PM PEAK PERIOD</b>																
4:00 PM - 4:15 PM	19	0	11	30	0	0	0	0	22	34	0	56	0	49	5	54
4:15 PM - 4:30 PM	14	0	13	27	0	0	0	0	20	23	0	43	0	43	8	51
4:30 PM - 4:45 PM	22	0	8	30	0	0	0	0	17	33	0	50	0	33	9	42
4:45 PM - 5:00 PM	11	0	10	21	0	0	0	0	21	28	0	49	0	49	5	54
5:00 PM - 5:15 PM	32	0	3	35	0	0	0	0	18	18	0	36	0	52	4	56
5:15 PM - 5:30 PM	25	0	10	35	0	0	0	0	16	26	0	42	0	58	7	65
5:30 PM - 5:45 PM	11	0	4	15	0	0	0	0	10	24	0	34	0	42	8	50
5:45 PM - 6:00 PM	10	0	4	14	0	0	0	0	19	17	0	36	0	33	7	40
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4:00 PM - 4:15 PM	19	0	11	30	0	0	0	0	22	34	0	56	0	49	5	54
4:15 PM - 4:30 PM	14	0	13	27	0	0	0	0	20	23	0	43	0	43	8	51
4:30 PM - 4:45 PM	22	0	8	30	0	0	0	0	17	33	0	50	0	33	9	42
4:45 PM - 5:00 PM	11	0	10	21	0	0	0	0	21	28	0	49	0	49	5	54
Peak Hour Total	66	0	42	108	0	0	0	0	80	118	0	198	0	174	27	201
Peak 15 Minute Vol	22	0	13	35	0	0	0	0	22	34	0	56	0	49	9	54
Calculated PHF	0.75	N/A	0.81	0.90	N/A	N/A	N/A	N/A	0.91	0.87	N/A	0.88	N/A	0.89	0.75	0.93
DOT Effective PHF	0.90	0.90	0.90	0.90	N/A	N/A	N/A	N/A	0.88	0.88	0.89	0.88	0.93	0.93	0.93	0.93
Peak Period HV %	3%	0%	0%	2%	0%	0%	0%	0%	1%	3%	0%	2%	0%	1%	2%	1%

INTERSECTION: STREET (E-W): Western Avenue  
 STREET (N-S): Canopus Access Road  
 APPROACH: Eastbound

MC = Motorcycles  
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Total Excludes bicycle column for TMC calculations

Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Time Period Begin End	U-Turn													Left-Turn													Through													Right-Turn															
	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE	Total	MC	AUTO	TAXI	SUV	TB	SSSB	FSSB	IOB	JB	SU	HT	TTT	BCLE
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Time Period Begin End	U-Turn													Total	Left-Turn													Total	Through													Total	Right-Turn													Total
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4:45 PM - 5:00 PM														0														0														0														0
5:00 PM - 5:15 PM														0														0														0														0
5:15 PM - 5:30 PM														0														0														0														0
5:30 PM - 5:45 PM														0														0														0														0
5:45 PM - 6:00 PM														0														0														0														0
Subtotal by category														0														0														0														0
Subtotal														0														0														0														0
Lane group heavy vehicle %														0%														0%														0%														0%
Approach heavy vehicle %																												0%																												0%




























## Existing AM Peak Synchro Reports

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/25/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	638	167	86	450	23	146	35	65	41	14	7
Future Volume (vph)	11	638	167	86	450	23	146	35	65	41	14	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	13	12	12	12	12	11	11	12
Storage Length (ft)	160		0	175		0	260		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	0.98	0.99		1.00	1.00			0.99		0.98		
Frt		0.969			0.993			0.903			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3302	0	1662	3473	0	1770	1691	0	3385	1667	0
Flt Permitted	0.465			0.207			0.950			0.950		
Satd. Flow (perm)	840	3302	0	361	3473	0	1770	1691	0	3334	1667	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		352			573			439			309	
Travel Time (s)		8.0			13.0			10.0			7.0	
Confl. Peds. (#/hr)	17		6	6		17			7	7		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.65	0.65	0.65
Heavy Vehicles (%)	0%	6%	2%	5%	6%	13%	2%	0%	0%	0%	7%	0%
Adj. Flow (vph)	12	686	180	92	484	25	157	38	70	63	22	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	866	0	92	509	0	157	108	0	63	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.04	0.96	1.00	1.00	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/25/2024

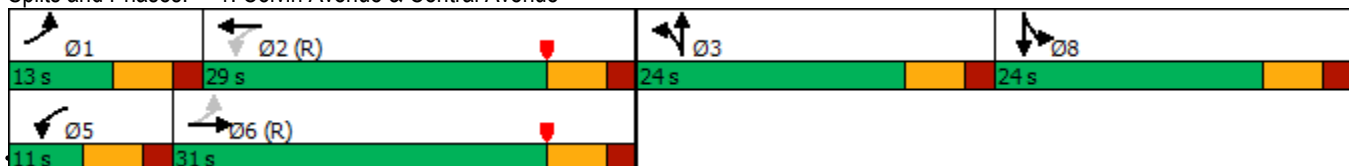


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		3	3		8	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		3	3		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	13.0	24.0		11.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	31.0		11.0	29.0		24.0	24.0		24.0	24.0	
Total Split (%)	14.4%	34.4%		12.2%	32.2%		26.7%	26.7%		26.7%	26.7%	
Maximum Green (s)	7.0	25.0		5.0	23.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	46.9	42.2		53.4	51.3		13.2	13.2		7.4	7.4	
Actuated g/C Ratio	0.52	0.47		0.59	0.57		0.15	0.15		0.08	0.08	
v/c Ratio	0.02	0.56		0.28	0.26		0.61	0.44		0.23	0.24	
Control Delay	11.2	23.0		12.4	12.9		45.5	39.6		40.0	42.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.2	23.0		12.4	12.9		45.5	39.6		40.0	42.4	
LOS	B	C		B	B		D	D		D	D	
Approach Delay		22.8			12.8			43.1			40.8	
Approach LOS		C			B			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 23 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 23.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 57.7%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: Colvin Avenue & Central Avenue



Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	590	167	0	547	214	0	0	0	50	0	54
Future Volume (vph)	178	590	167	0	547	214	0	0	0	50	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11	11	11	16	16	16	12	12	12
Storage Length (ft)	190		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98									
Frt			0.850		0.958							0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1668	3355	1531	0	3296	0	0	0	0	1770	0	1615
Flt Permitted	0.288									0.950		
Satd. Flow (perm)	506	3355	1498	0	3296	0	0	0	0	1770	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		62							79
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		581			960			697			119	
Travel Time (s)		13.2			21.8			15.8			2.7	
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.68	0.68	0.68
Heavy Vehicles (%)	1%	4%	2%	2%	2%	0%	2%	2%	2%	2%	2%	0%
Adj. Flow (vph)	193	641	182	0	615	240	0	0	0	74	0	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	641	182	0	855	0	0	0	0	74	0	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.09	1.04	1.04	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2					1		1
Detector Template	Left	Thru	Right		Thru					Left		Right
Leading Detector (ft)	20	100	20		100					20		20
Trailing Detector (ft)	0	0	0		0					0		0
Detector 1 Position(ft)	0	0	0		0					0		0
Detector 1 Size(ft)	20	6	20		6					20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

# Lanes, Volumes, Timings

## 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/05/2024

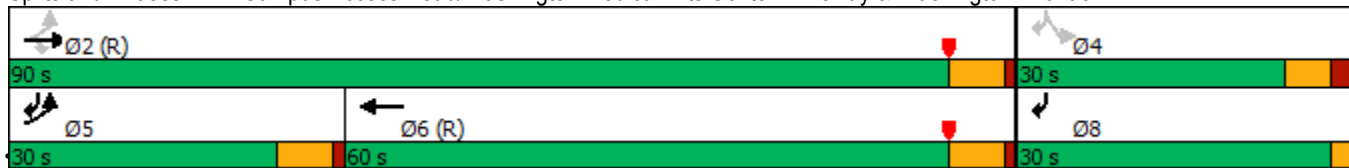


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm		NA					Perm		pt+ov
Protected Phases	5	2			6							5 8
Permitted Phases	2		2							4		4 8
Detector Phase	5	2	2		6					4		5 8
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0		10.0					8.0		
Minimum Split (s)	14.0	24.0	24.0		25.0					24.0		
Total Split (s)	30.0	90.0	90.0		60.0					30.0		
Total Split (%)	25.0%	75.0%	75.0%		50.0%					25.0%		
Maximum Green (s)	24.0	84.0	84.0		54.0					24.0		
Yellow Time (s)	5.0	5.0	5.0		5.0					4.0		
All-Red Time (s)	1.0	1.0	1.0		1.0					2.0		
Lost Time Adjust (s)	0.0	0.0	0.0		0.0					0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0					6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.5	2.5	2.5		2.2					2.5		
Recall Mode	None	C-Max	C-Max		C-Max					None		
Walk Time (s)					7.0							
Flash Dont Walk (s)					12.0							
Pedestrian Calls (#/hr)					5							
Act Effct Green (s)	100.5	101.7	101.7		85.8					10.3		22.2
Actuated g/C Ratio	0.84	0.85	0.85		0.72					0.09		0.18
v/c Ratio	0.38	0.23	0.14		0.36					0.49		0.22
Control Delay	4.6	2.6	0.6		7.3					62.6		9.3
Queue Delay	0.0	0.0	0.0		0.0					0.0		0.0
Total Delay	4.6	2.6	0.6		7.3					62.6		9.3
LOS	A	A	A		A					E		A
Approach Delay		2.7			7.3						35.1	
Approach LOS		A			A						D	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 112 (93%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 7.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 48.5%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue





## Lanes, Volumes, Timings

### 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

07/05/2024

Lane Group	Ø8
Detector 2 Extend (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	22.5
Total Split (s)	30.0
Total Split (%)	25%
Maximum Green (s)	28.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

# HCM Unsignalized Intersection Capacity Analysis

## 4: Washington Avenue & Campus Access Rd WB Ramp

07/25/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	599	399	0	0	371
Future Volume (Veh/h)	0	599	399	0	0	371
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.87	0.87
Hourly flow rate (vph)	0	637	416	0	0	426
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		None			
Median storage (veh)	2					
Upstream signal (ft)	960					
<b>pX, platoon unblocked</b>						
vC, conflicting volume	416				734	208
vC1, stage 1 conf vol					416	
vC2, stage 2 conf vol					318	
vCu, unblocked vol	416				734	208
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	47
cM capacity (veh/h)	1139				549	801
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>SB 1</b>	
Volume Total	318	318	208	208	426	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	426	
cSH	1700	1700	1700	1700	801	
Volume to Capacity	0.19	0.19	0.12	0.12	0.53	
Queue Length 95th (ft)	0	0	0	0	80	
Control Delay (s)	0.0	0.0	0.0	0.0	14.5	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		14.5	
Approach LOS					B	
<b>Intersection Summary</b>						
Average Delay			4.2			
Intersection Capacity Utilization			40.7%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Campus Access Road & Patroon Creek Blvd. W.

07/25/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			TTT			T
Traffic Volume (veh/h)	0	0	461	87	0	20
Future Volume (Veh/h)	0	0	461	87	0	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.63	0.63
Hourly flow rate (vph)	0	0	555	105	0	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	660				608	191
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	660				608	191
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	96
cM capacity (veh/h)	924				428	824
Direction, Lane #	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	159	159	159	184	32	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	105	32	
cSH	1700	1700	1700	1700	824	
Volume to Capacity	0.09	0.09	0.09	0.11	0.04	
Queue Length 95th (ft)	0	0	0	0	3	
Control Delay (s)	0.0	0.0	0.0	0.0	9.5	
Lane LOS					A	
Approach Delay (s)	0.0				9.5	
Approach LOS					A	
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			18.1%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Campus Access Road & Washington Avenue Eastbound Ramp

07/25/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	357	0	0	167	0
Future Volume (Veh/h)	0	357	0	0	167	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	0	420	0	0	188	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				140	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				140	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				78	100
cM capacity (veh/h)	1622				839	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	140	140	140	188		
Volume Left	0	0	0	188		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	839		
Volume to Capacity	0.08	0.08	0.08	0.22		
Queue Length 95th (ft)	0	0	0	21		
Control Delay (s)	0.0	0.0	0.0	10.5		
Lane LOS				B		
Approach Delay (s)	0.0			10.5		
Approach LOS				B		
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			22.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 6th TWSC

7: Campus Access Rd WB Ramp/Patroon Creek Boulevard E. & Campus Access Road 07/25/2024

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖ ↗ ↘ ↙	↖ ↗ ↘ ↙	↖ ↗						↖ ↗
Traffic Vol, veh/h	0	0	0	372	519	336	0	0	0	0	0	27
Future Vol, veh/h	0	0	0	372	519	336	0	0	0	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	92	92	92	61	61	61
Heavy Vehicles, %	2	2	2	1	2	1	2	2	2	2	2	0
Mvmt Flow	0	0	0	418	583	378	0	0	0	0	0	44

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	-	292
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.32	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.11	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	0	0	605
Stage 1	-	-	0	0	0	-
Stage 2	-	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	0	605
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

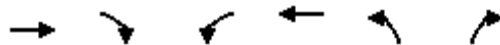
Approach	WB	SB
HCM Control Delay, s		11.4
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	605
HCM Lane V/C Ratio	-	-	0.073
HCM Control Delay (s)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

# HCM Unsignalized Intersection Capacity Analysis

## 8: U-Turn near Lot N & Campus Access Road/Campus Access Road Westbound

07/25/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑↑	↘	
Traffic Volume (veh/h)	0	0	0	1108	119	0
Future Volume (Veh/h)	0	0	0	1108	119	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.88	0.88	0.96	0.96
Hourly flow rate (vph)	0	0	0	1259	124	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		315	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		315	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		81	100
cM capacity (veh/h)			1622		653	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>WB 4</b>	<b>NB 1</b>	
Volume Total	315	315	315	315	124	
Volume Left	0	0	0	0	124	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	653	
Volume to Capacity	0.19	0.19	0.19	0.19	0.19	
Queue Length 95th (ft)	0	0	0	0	17	
Control Delay (s)	0.0	0.0	0.0	0.0	11.8	
Lane LOS						B
Approach Delay (s)	0.0				11.8	
Approach LOS						B
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			33.9%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 9: Campus Access Road Eastbound/Campus Access Road & U-Turn near Lot N

07/25/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	299	0	0	459	0
Future Volume (Veh/h)	0	299	0	0	459	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.83	0.92
Hourly flow rate (vph)	0	332	0	0	553	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				111	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				111	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				37	100
cM capacity (veh/h)	1622				877	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	111	111	111	553		
Volume Left	0	0	0	553		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	877		
Volume to Capacity	0.07	0.07	0.07	0.63		
Queue Length 95th (ft)	0	0	0	115		
Control Delay (s)	0.0	0.0	0.0	15.8		
Lane LOS				C		
Approach Delay (s)	0.0			15.8		
Approach LOS				C		
Intersection Summary						
Average Delay			9.9			
Intersection Capacity Utilization			43.8%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 10: Washington Avenue Ramp & Route 85 Off-Ramp/Washington Ave Ramp/Route 85 Southbound Off-Ramp

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↘	
Traffic Volume (veh/h)	0	0	0	728	268	0
Future Volume (Veh/h)	0	0	0	728	268	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	791	291	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0			791	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			791	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			19	100	
cM capacity (veh/h)	1623			358	1085	
Direction, Lane #						
	WB 1	NB 1				
Volume Total	791	291				
Volume Left	0	291				
Volume Right	0	0				
cSH	1700	358				
Volume to Capacity	0.47	0.81				
Queue Length 95th (ft)	0	176				
Control Delay (s)	0.0	46.6				
Lane LOS			E			
Approach Delay (s)	0.0	46.6				
Approach LOS			E			
Intersection Summary						
Average Delay	12.5					
Intersection Capacity Utilization	70.7%			ICU Level of Service	C	
Analysis Period (min)	15					



Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↕↔						↔↔	
Traffic Vol, veh/h	9	532	10	0	615	8	0	0	0	0	0	13
Future Vol, veh/h	9	532	10	0	615	8	0	0	0	0	0	13
Conflicting Peds, #/hr	5	0	2	2	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	108540	1856	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	86	86	86	92	92	92	81	81	81
Heavy Vehicles, %	7	3	0	0	3	0	2	2	2	0	0	0
Mvmt Flow	9	560	11	0	715	9	0	0	0	0	0	16

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	729	0	0	-	-	0		1023	1316	367
Stage 1	-	-	-	-	-	-		725	725	-
Stage 2	-	-	-	-	-	-		298	591	-
Critical Hdwy	4.24	-	-	-	-	-		6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-		5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.8	5.5	-
Follow-up Hdwy	2.27	-	-	-	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	838	-	-	0	-	-		235	159	636
Stage 1	-	-	-	0	-	-		446	433	-
Stage 2	-	-	-	0	-	-		733	498	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	834	-	-	-	-	-		229	0	633
Mov Cap-2 Maneuver	-	-	-	-	-	-		229	0	-
Stage 1	-	-	-	-	-	-		437	0	-
Stage 2	-	-	-	-	-	-		729	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	834	-	-	-	-	633
HCM Lane V/C Ratio	0.011	-	-	-	-	0.025
HCM Control Delay (s)	9.4	0.1	-	-	-	10.8
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/25/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↘	↘
Traffic Volume (vph)	101	505	546	112	143	72
Future Volume (vph)	101	505	546	112	143	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	11	12
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	0.99
Flt			0.974			0.850
Flt Protected		0.992			0.950	
Satd. Flow (prot)	0	3610	3437	0	1678	1599
Flt Permitted		0.719			0.950	
Satd. Flow (perm)	0	2616	3437	0	1673	1578
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		743	2354		350	
Travel Time (s)		16.9	53.5		8.0	
Confl. Peds. (#/hr)	4			4	3	1
Peak Hour Factor	0.95	0.95	0.83	0.83	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	1%	4%	1%
Adj. Flow (vph)	106	532	658	135	159	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	638	793	0	159	80
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	1.00	1.04	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/25/2024

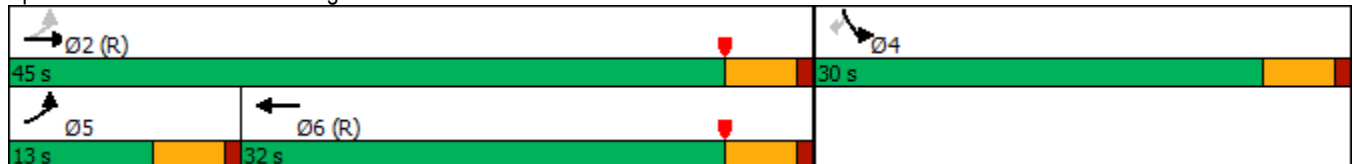


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	13.0	23.0	25.0		29.0	29.0
Total Split (s)	13.0	45.0	32.0		30.0	30.0
Total Split (%)	17.3%	60.0%	42.7%		40.0%	40.0%
Maximum Green (s)	8.0	40.0	27.0		25.0	25.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	5.0	5.0		5.0	5.0
Recall Mode	None	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			13.0		17.0	17.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		49.8	49.8		15.2	15.2
Actuated g/C Ratio		0.66	0.66		0.20	0.20
v/c Ratio		0.37	0.35		0.47	0.25
Control Delay		7.3	6.9		29.6	25.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		7.3	6.9		29.6	25.0
LOS		A	A		C	C
Approach Delay		7.3	6.9		28.0	
Approach LOS		A	A		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 35 (47%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay: 10.1  
 Intersection Capacity Utilization 56.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 14: Washington Avenue & Colvin Avenue



Lanes, Volumes, Timings  
 15: Manning Boulevard & Washington Avenue

07/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	427	167	24	428	5	168	66	35	18	80	65
Future Volume (vph)	46	427	167	24	428	5	168	66	35	18	80	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	11	10	12	11	11	12
Storage Length (ft)	200		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	1.00		1.00					0.98
Frt		0.958			0.998			0.948				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	3336	0	1620	3490	0	1745	1647	0	1646	1685	1538
Flt Permitted	0.346			0.308			0.495			0.675		
Satd. Flow (perm)	589	3336	0	524	3490	0	906	1647	0	1170	1685	1509
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		92										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2354			640			535				154
Travel Time (s)		53.5			14.5			12.2				3.5
Confl. Peds. (#/hr)	2		4	4		2	5					5
Confl. Bikes (#/hr)			1									2
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.79	0.79	0.79	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	0%	4%	3%	20%	0%	0%	6%	6%	9%	5%
Adj. Flow (vph)	51	469	184	28	498	6	213	84	44	19	86	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	653	0	28	504	0	213	128	0	19	86	70
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	1.00	1.00	1.04	1.09	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

Lanes, Volumes, Timings  
 15: Manning Boulevard & Washington Avenue

07/25/2024

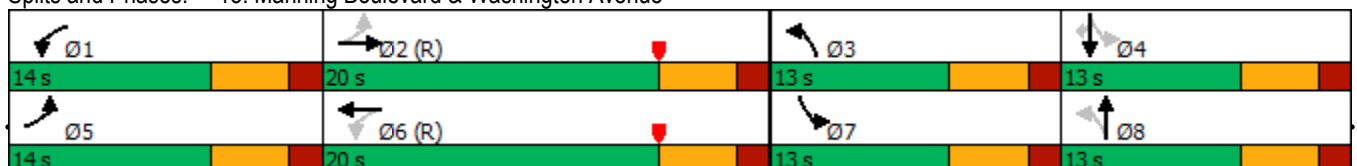


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	8.0	10.0		8.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	29.0
Total Split (s)	14.0	20.0		14.0	20.0		13.0	13.0		13.0	13.0	13.0
Total Split (%)	23.3%	33.3%		23.3%	33.3%		21.7%	21.7%		21.7%	21.7%	21.7%
Maximum Green (s)	9.0	15.0		9.0	15.0		8.0	8.0		8.0	8.0	8.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		13.0			13.0			17.0			17.0	17.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	27.0	23.8		26.0	21.2		20.0	18.4		16.0	8.0	8.0
Actuated g/C Ratio	0.45	0.40		0.43	0.35		0.33	0.31		0.27	0.13	0.13
v/c Ratio	0.13	0.47		0.08	0.41		0.52	0.25		0.05	0.38	0.35
Control Delay	9.3	14.5		8.9	17.7		20.2	20.7		13.5	29.3	29.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	9.3	14.5		8.9	17.7		20.2	20.7		13.5	29.3	29.0
LOS	A	B		A	B		C	C		B	C	C
Approach Delay		14.1			17.2			20.4			27.5	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 54 (90%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay: 17.6 Intersection LOS: B  
 Intersection Capacity Utilization 52.4% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 15: Manning Boulevard & Washington Avenue



# HCM Unsignalized Intersection Capacity Analysis

## 16: Campus Access Road/Campus Access Road Southbound & U-Turn near Lot Y

07/25/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	25	0	0	0	0	1336
Future Volume (Veh/h)	25	0	0	0	0	1336
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.92	0.92	0.92	0.76	0.76
Hourly flow rate (vph)	32	0	0	0	0	1758
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1070					
pX, platoon unblocked						
vC, conflicting volume	586	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	586	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	100			100	
cM capacity (veh/h)	446	1084			1622	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	32	586	586	586		
Volume Left	32	0	0	0		
Volume Right	0	0	0	0		
cSH	446	1700	1700	1700		
Volume to Capacity	0.07	0.34	0.34	0.34		
Queue Length 95th (ft)	6	0	0	0		
Control Delay (s)	13.7	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	13.7	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			47.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 18: Campus Access Road & U-Turn near Lot P

07/25/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↑↑↑		
Traffic Volume (veh/h)	21	0	0	444	0	0
Future Volume (Veh/h)	21	0	0	444	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.76	0.76	0.92	0.92
Hourly flow rate (vph)	24	0	0	584	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	195	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	195	0	0			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	767	1084	1622			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>NB 3</b>		
Volume Total	24	195	195	195		
Volume Left	24	0	0	0		
Volume Right	0	0	0	0		
cSH	767	1700	1700	1700		
Volume to Capacity	0.03	0.11	0.11	0.11		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	9.8	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.8	0.0				
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			85.0%	ICU Level of Service		E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 19: Campus Access Road & U-Turn near Lot P

07/25/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	167	0	0	0	0	126
Future Volume (Veh/h)	167	0	0	0	0	126
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	188	0	0	0	0	164
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	55	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	55	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	100			100	
cM capacity (veh/h)	950	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	188	55	55	55		
Volume Left	188	0	0	0		
Volume Right	0	0	0	0		
cSH	950	1700	1700	1700		
Volume to Capacity	0.20	0.03	0.03	0.03		
Queue Length 95th (ft)	18	0	0	0		
Control Delay (s)	9.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.7	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			22.0%	ICU Level of Service	A	
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
 20: Campus Access Road & Route 85 Southbound Off-Ramp

07/25/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	338	0	0	0	0	293
Future Volume (Veh/h)	338	0	0	0	0	293
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.92	0.92	0.83	0.83
Hourly flow rate (vph)	402	0	0	0	0	353
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	118	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	118	0			0	
tC, single (s)	*4.3	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	57	100			100	
cM capacity (veh/h)	946	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	402	118	118	118		
Volume Left	402	0	0	0		
Volume Right	0	0	0	0		
cSH	946	1700	1700	1700		
Volume to Capacity	0.43	0.07	0.07	0.07		
Queue Length 95th (ft)	54	0	0	0		
Control Delay (s)	11.6	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	11.6	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			31.1%		ICU Level of Service	A
Analysis Period (min)			15			

\* User Entered Value

# HCM Unsignalized Intersection Capacity Analysis

## 21: Campus Access Road & Brevator Ramp

07/25/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗			
Traffic Volume (veh/h)	0	216	392	0	0	0
Future Volume (Veh/h)	0	216	392	0	0	0
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.68	0.68	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	0	318	472	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	472	157			472	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	472	157			472	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	63			100	
cM capacity (veh/h)	521	863			1086	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3		
Volume Total	318	157	157	157		
Volume Left	0	0	0	0		
Volume Right	318	0	0	0		
cSH	863	1700	1700	1700		
Volume to Capacity	0.37	0.09	0.09	0.09		
Queue Length 95th (ft)	43	0	0	0		
Control Delay (s)	11.6	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	11.6	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			27.6%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	82	41	146	115	150	70
Future Vol, veh/h	82	41	146	115	150	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	66	66	72	72
Heavy Vehicles, %	2	3	0	2	4	2
Mvmt Flow	117	59	221	174	208	97

















Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	786	153	305	0	0
Stage 1	257	-	-	-	-
Stage 2	529	-	-	-	-
Critical Hdwy	6.84	6.96	4.1	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.33	2.2	-	-
Pot Cap-1 Maneuver	329	863	1267	-	-
Stage 1	762	-	-	-	-
Stage 2	555	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	266	863	1267	-	-
Mov Cap-2 Maneuver	266	-	-	-	-
Stage 1	615	-	-	-	-
Stage 2	555	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.7	4.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1267	-	346	-	-
HCM Lane V/C Ratio	0.175	-	0.508	-	-
HCM Control Delay (s)	8.4	0.2	25.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.6	-	2.7	-	-

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/25/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	4	6	0	13	0	0	0	0	0	656	0
Future Volume (vph)	0	4	6	0	13	0	0	0	0	0	656	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt	0.916											
Flt Protected												
Satd. Flow (prot)	0	919	0	0	990	0	0	0	0	0	3421	0
Flt Permitted												
Satd. Flow (perm)	0	919	0	0	990	0	0	0	0	0	3421	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)	30				30				30		40	
Link Distance (ft)	320				130				344		350	
Travel Time (s)	7.3				3.0				7.8		6.0	
Confl. Peds. (#/hr)	21										21	
Confl. Bikes (#/hr)											1	
Peak Hour Factor	0.63	0.63	0.63	0.81	0.81	0.81	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	2%	100%	83%	100%	92%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	6	10	0	16	0	0	0	0	0	790	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	16	0	0	0	0	0	790	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0		0	
Link Offset(ft)	0				0				0		0	
Crosswalk Width(ft)	16				16				16		16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Number of Detectors	2		1		2						2	
Detector Template	Thru		Left		Thru						Thru	
Leading Detector (ft)	100		20		100						100	
Trailing Detector (ft)	0		0		0						0	
Detector 1 Position(ft)	0		0		0						0	
Detector 1 Size(ft)	6		20		6						6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0		0.0						0.0	
Detector 1 Queue (s)	0.0		0.0		0.0						0.0	
Detector 1 Delay (s)	0.0		0.0		0.0						0.0	
Detector 2 Position(ft)	94				94						94	
Detector 2 Size(ft)	6				6						6	
Detector 2 Type	Cl+Ex				Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0				0.0						0.0	
Turn Type	NA				NA						NA	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/25/2024

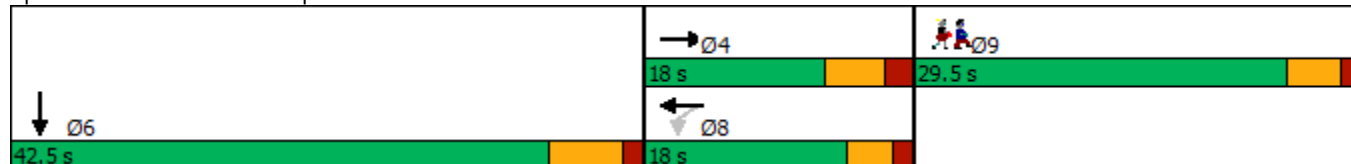


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8						6	
Permitted Phases				8								
Detector Phase		4		8	8							6
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0						12.0	
Minimum Split (s)		24.0		23.0	23.0						24.5	
Total Split (s)		18.0		18.0	18.0						42.5	
Total Split (%)		20.0%		20.0%	20.0%						47.2%	
Maximum Green (s)		12.0		13.5	13.5						36.0	
Yellow Time (s)		4.0		3.0	3.0						5.0	
All-Red Time (s)		2.0		1.5	1.5						1.5	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			4.5						6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Recall Mode		None		None	None						Min	
Walk Time (s)											7.0	
Flash Dont Walk (s)											8.0	
Pedestrian Calls (#/hr)											5	
Act Effct Green (s)		13.4			13.6						37.2	
Actuated g/C Ratio		0.32			0.32						0.88	
v/c Ratio		0.05			0.05						0.26	
Control Delay		18.4			17.6						5.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		18.4			17.6						5.7	
LOS		B			B						A	
Approach Delay		18.4			17.6						5.7	
Approach LOS		B			B						A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	42.3
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.26
Intersection Signal Delay:	6.2
Intersection LOS:	A
Intersection Capacity Utilization:	38.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 24: Campus Access Road & Justice Drive



Lanes, Volumes, Timings  
24: Campus Access Road & Justice Drive

07/25/2024

Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	29.5
Total Split (%)	33%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	10
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis  
 26: Soc Ring Road/Campus Access Road & Transit Stop Merge

07/25/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶					↷↷
Traffic Volume (veh/h)	4	0	0	0	0	662
Future Volume (Veh/h)	4	0	0	0	0	662
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	1.00	1.00	0.92	0.92	0.84	0.84
Hourly flow rate (vph)	4	0	0	0	0	788
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						344
pX, platoon unblocked	0.89					
vC, conflicting volume	394	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	67	0			0	
tC, single (s)	8.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	4.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	629	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2			
Volume Total	4	394	394			
Volume Left	4	0	0			
Volume Right	0	0	0			
cSH	629	1700	1700			
Volume to Capacity	0.01	0.23	0.23			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	10.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.8	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			28.3%		ICU Level of Service	A
Analysis Period (min)			15			



# HCM Unsignalized Intersection Capacity Analysis

## 27: U-Turn near Lot H & Campus Access Road Northbound/Campus Access Road Westbound

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↖	
Traffic Volume (veh/h)	0	0	0	174	59	0
Future Volume (Veh/h)	0	0	0	174	59	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.93	0.93	0.57	0.92
Hourly flow rate (vph)	0	0	0	187	104	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		94	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		94	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		88	100
cM capacity (veh/h)			1622		902	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>			
Volume Total	94	94	104			
Volume Left	0	0	104			
Volume Right	0	0	0			
cSH	1700	1700	902			
Volume to Capacity	0.06	0.06	0.12			
Queue Length 95th (ft)	0	0	10			
Control Delay (s)	0.0	0.0	9.5			
Lane LOS			A			
Approach Delay (s)	0.0		9.5			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			3.4			
Intersection Capacity Utilization			33.5%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 28: Soc Ring Road & U-Turn near Lot H

07/25/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	607	0	0	15	0
Future Volume (Veh/h)	0	607	0	0	15	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.63	0.63
Hourly flow rate (vph)	0	768	0	0	24	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				256	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				256	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	100
cM capacity (veh/h)	1622				711	1084
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>SB 1</b>		
Volume Total	256	256	256	24		
Volume Left	0	0	0	24		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	711		
Volume to Capacity	0.15	0.15	0.15	0.03		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	10.2		
Lane LOS				B		
Approach Delay (s)	0.0			10.2		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			25.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 29: U-Turn near Lot F & Campus Access Road Westbound

07/25/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	278	99	0
Future Volume (Veh/h)	0	0	0	278	99	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.88	0.88	0.69	0.69
Hourly flow rate (vph)	0	0	0	316	143	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	105	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	105	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	84	100	
cM capacity (veh/h)			1622	887	1091	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	105	105	105	143		
Volume Left	0	0	0	143		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	887		
Volume to Capacity	0.06	0.06	0.06	0.16		
Queue Length 95th (ft)	0	0	0	14		
Control Delay (s)	0.0	0.0	0.0	9.8		
Lane LOS				A		
Approach Delay (s)	0.0			9.8		
Approach LOS				A		
<b>Intersection Summary</b>						
Average Delay			3.1			
Intersection Capacity Utilization			41.6%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 30: Soc Ring Road & U-Turn near Lot F

07/25/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	523	0	0	84	0
Future Volume (Veh/h)	0	523	0	0	84	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.75	0.92
Hourly flow rate (vph)	0	662	0	0	112	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				221	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				221	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				85	100
cM capacity (veh/h)	1622				748	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	221	221	221	112		
Volume Left	0	0	0	112		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	748		
Volume to Capacity	0.13	0.13	0.13	0.15		
Queue Length 95th (ft)	0	0	0	13		
Control Delay (s)	0.0	0.0	0.0	10.7		
Lane LOS				B		
Approach Delay (s)	0.0			10.7		
Approach LOS				B		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			23.8%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 31: U-Turn near Lot F/Harriman Campus Road & Campus Access Road Westbound

07/25/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations					↑↑↑		↑					↑								
Traffic Volume (veh/h)	0	0	0	0	398	70	83	0	0	0	0	22								
Future Volume (Veh/h)	0	0	0	0	398	70	83	0	0	0	0	22								
Sign Control		Free			Free			Yield			Yield									
Grade		0%			0%			0%			0%									
Peak Hour Factor	0.92	0.92	0.92	0.83	0.83	0.83	0.92	0.92	0.92	0.92	0.92	0.69								
Hourly flow rate (vph)	0	0	0	0	480	84	90	0	0	0	0	32								
Pedestrians																				
Lane Width (ft)																				
Walking Speed (ft/s)																				
Percent Blockage																				
Right turn flare (veh)																				
Median type	None			None																
Median storage (veh)																				
Upstream signal (ft)																				
pX, platoon unblocked																				
vC, conflicting volume	480			0			160			480			0		522		522		202	
vC1, stage 1 conf vol																				
vC2, stage 2 conf vol																				
vCu, unblocked vol	480			0			160			480			0		522		522		202	
tC, single (s)	4.1			4.1			7.5			6.5			6.9		7.5		6.5		6.9	
tC, 2 stage (s)																				
tF (s)	2.2			2.2			3.5			4.0			3.3		3.5		4.0		3.3	
p0 queue free %	100			100			88			100			100		100		100		96	
cM capacity (veh/h)	1079			1622			759			484			1084		438		458		805	
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1															
Volume Total	192	192	180	90	32															
Volume Left	0	0	0	90	0															
Volume Right	0	0	84	0	32															
cSH	1700	1700	1700	759	805															
Volume to Capacity	0.11	0.11	0.11	0.12	0.04															
Queue Length 95th (ft)	0	0	0	10	3															
Control Delay (s)	0.0	0.0	0.0	10.4	9.7															
Lane LOS				B	A															
Approach Delay (s)	0.0			10.4	9.7															
Approach LOS				B	A															
Intersection Summary																				
Average Delay				1.8																
Intersection Capacity Utilization				24.9%			ICU Level of Service			A										
Analysis Period (min)				15																

HCM Unsignalized Intersection Capacity Analysis  
 32: State Campus Road & Soc Ring Road

07/25/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	337	164	0	0	0	406
Future Volume (Veh/h)	337	164	0	0	0	406
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.92	0.92	0.92	0.88
Hourly flow rate (vph)	370	180	0	0	0	461
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			550		460	213
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			550		460	213
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	42
cM capacity (veh/h)			1016		530	795
Direction, Lane #	EB 1	EB 2	EB 3	NB 1		
Volume Total	148	148	254	461		
Volume Left	0	0	0	0		
Volume Right	0	0	180	461		
cSH	1700	1700	1700	795		
Volume to Capacity	0.09	0.09	0.15	0.58		
Queue Length 95th (ft)	0	0	0	95		
Control Delay (s)	0.0	0.0	0.0	15.6		
Lane LOS				C		
Approach Delay (s)	0.0			15.6		
Approach LOS				C		
Intersection Summary						
Average Delay			7.1			
Intersection Capacity Utilization			42.0%	ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 32 cont.: Soc Ring Road/Campus Access Road Eastbound & U-Turn near Lot D

07/25/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	743	0	0	22	0
Future Volume (Veh/h)	0	743	0	0	22	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.92
Hourly flow rate (vph)	0	808	0	0	28	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				269	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				269	0
tC, single (s)	4.1				*3.4	6.9
tC, 2 stage (s)						
tF (s)	2.2				*2.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1622				1224	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	269	269	269	28		
Volume Left	0	0	0	28		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1224		
Volume to Capacity	0.16	0.16	0.16	0.02		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	0.0	0.0	0.0	8.0		
Lane LOS				A		
Approach Delay (s)	0.0			8.0		
Approach LOS				A		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			32.4%		ICU Level of Service	A
Analysis Period (min)			15			

\* User Entered Value

# HCM Unsignalized Intersection Capacity Analysis

## 33: U-Turn near Lot D & Campus Access Road Westbound

07/25/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	401	403	0
Future Volume (Veh/h)	0	0	0	401	403	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.87	0.92
Hourly flow rate (vph)	0	0	0	477	463	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	159	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	159	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	44	100	
cM capacity (veh/h)			1622	822	1084	
Direction, Lane #	WB 1	WB 2	WB 3	NB 1		
Volume Total	159	159	159	463		
Volume Left	0	0	0	463		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	822		
Volume to Capacity	0.09	0.09	0.09	0.56		
Queue Length 95th (ft)	0	0	0	90		
Control Delay (s)	0.0	0.0	0.0	14.9		
Lane LOS				B		
Approach Delay (s)	0.0			14.9		
Approach LOS				B		
Intersection Summary						
Average Delay			7.3			
Intersection Capacity Utilization			45.8%	ICU Level of Service	A	
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
 34: Campus Access Road & Campus Access Road Eastbound

07/25/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	342	45	0	0	0	104
Future Volume (Veh/h)	342	45	0	0	0	104
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.92	0.44
Hourly flow rate (vph)	433	57	0	0	0	236
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			433		462	173
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			433		462	173
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	72
cM capacity (veh/h)			1123		529	841
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NB 1</b>		
Volume Total	173	173	144	236		
Volume Left	0	0	0	0		
Volume Right	0	0	57	236		
cSH	1700	1700	1700	841		
Volume to Capacity	0.10	0.10	0.08	0.28		
Queue Length 95th (ft)	0	0	0	29		
Control Delay (s)	0.0	0.0	0.0	10.9		
Lane LOS				B		
Approach Delay (s)	0.0			10.9		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			3.6			
Intersection Capacity Utilization			20.7%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

34 cont.: Campus Access Road Eastbound & U-Turn near Lot C

07/25/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	446	0	0	14	0
Future Volume (Veh/h)	0	446	0	0	14	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.44	0.92
Hourly flow rate (vph)	0	485	0	0	32	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				162	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				162	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	100
cM capacity (veh/h)	1622				813	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	162	162	162	32		
Volume Left	0	0	0	32		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	813		
Volume to Capacity	0.10	0.10	0.10	0.04		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	9.6		
Lane LOS				A		
Approach Delay (s)	0.0			9.6		
Approach LOS				A		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			28.0%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 35: U-Turn near Lot C & Campus Access Road Westbound

07/25/2024

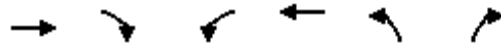


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	553	104	0
Future Volume (Veh/h)	0	0	0	553	104	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	601	113	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	200	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	200	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	85	100	
cM capacity (veh/h)			1622	775	1084	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	200	200	200	113		
Volume Left	0	0	0	113		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	775		
Volume to Capacity	0.12	0.12	0.12	0.15		
Queue Length 95th (ft)	0	0	0	13		
Control Delay (s)	0.0	0.0	0.0	10.4		
Lane LOS				B		
Approach Delay (s)	0.0			10.4		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			1.7			
Intersection Capacity Utilization			30.3%	ICU Level of Service	A	
Analysis Period (min)			15			

# Lanes, Volumes, Timings

## 37: Belvidere Avenue & Campus Access Road Eastbound

07/25/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5	Ø6	Ø8
Lane Configurations	↑↑					↙			
Traffic Volume (vph)	350	4	0	0	4	0			
Future Volume (vph)	350	4	0	0	4	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00			
Fr <sub>t</sub>	0.998								
Fl <sub>t</sub> Protected					0.950				
Satd. Flow (prot)	3491	0	0	0	902	0			
Fl <sub>t</sub> Permitted					0.950				
Satd. Flow (perm)	3491	0	0	0	902	0			
Right Turn on Red	Yes				Yes				
Satd. Flow (RTOR)	2								
Link Speed (mph)	30			30		30			
Link Distance (ft)	302			147		77			
Travel Time (s)	6.9			3.3		1.8			
Peak Hour Factor	0.88	0.88	0.92	0.92	0.50	0.50			
Heavy Vehicles (%)	2%	100%	2%	2%	100%	2%			
Adj. Flow (vph)	398	5	0	0	8	0			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	403	0	0	0	8	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			0		12			
Link Offset(ft)	0			0		0			
Crosswalk Width(ft)	16			16		16			
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	9		15		15		9		
Turn Type	NA				Prot				
Protected Phases	4				2		5	6	8
Permitted Phases									
Minimum Split (s)	22.5				22.5		9.5	22.5	22.5
Total Split (s)	22.5				22.5		9.5	22.5	22.5
Total Split (%)	41.3%				41.3%		17%	41%	41%
Maximum Green (s)	18.0				18.0		5.0	18.0	18.0
Yellow Time (s)	3.5				3.5		3.5	3.5	3.5
All-Red Time (s)	1.0				1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0				0.0				
Total Lost Time (s)	4.5				4.5				
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	
Walk Time (s)	7.0				7.0			7.0	7.0
Flash Dont Walk (s)	11.0				11.0			11.0	11.0
Pedestrian Calls (#/hr)	0				0			0	0
Act Effct Green (s)	18.0				27.5				
Actuated g/C Ratio	0.33				0.50				
v/c Ratio	0.35				0.02				
Control Delay	14.8				16.2				
Queue Delay	0.0				0.0				

Lanes, Volumes, Timings

37: Belvidere Avenue & Campus Access Road Eastbound

07/25/2024

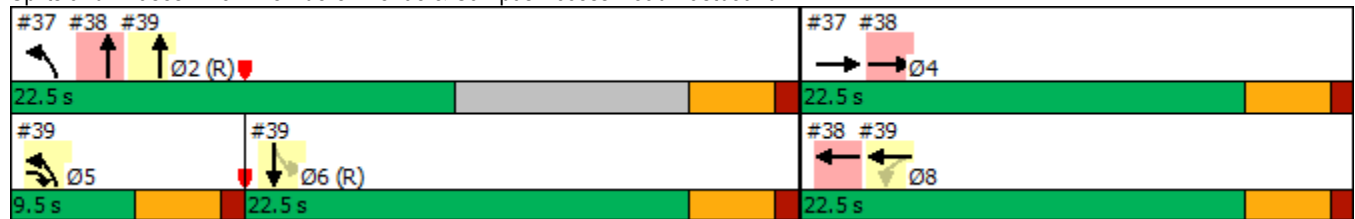


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5	Ø6	Ø8	
Total Delay	14.8				16.2					
LOS	B				B					
Approach Delay	14.8				16.3					
Approach LOS	B				B					

Intersection Summary













Area Type:	Other
Cycle Length:	54.5
Actuated Cycle Length:	54.5
Offset:	0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization	21.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 37: Belvidere Avenue & Campus Access Road Eastbound



Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/25/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (vph)	0	4	0	0	4	0	0	399	0	0	0	0
Future Volume (vph)	0	4	0	0	4	0	0	399	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	950	0	0	950	0	0	1881	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	950	0	0	950	0	0	1881	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		77			78			1039				128
Travel Time (s)		1.8			1.8			23.6				2.9
Peak Hour Factor	1.00	1.00	1.00	0.92	0.77	0.77	0.92	0.77	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	100%	2%	2%	100%	0%	2%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	4	0	0	5	0	0	518	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	5	0	0	518	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA			NA				
Protected Phases		4			8			2				
Permitted Phases												
Minimum Split (s)		22.5			22.5			22.5				
Total Split (s)		22.5			22.5			22.5				
Total Split (%)		41.3%			41.3%			41.3%				
Maximum Green (s)		18.0			18.0			18.0				
Yellow Time (s)		3.5			3.5			3.5				
All-Red Time (s)		1.0			1.0			1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		11.0			11.0			11.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)		18.0			18.0			27.5				
Actuated g/C Ratio		0.33			0.33			0.50				
v/c Ratio		0.01			0.02			0.55				
Control Delay		1.2			31.0			12.0				
Queue Delay		0.0			0.0			0.0				

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/25/2024

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Fr't		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Minimum Split (s)	9.5	22.5
Total Split (s)	9.5	22.5
Total Split (%)	17%	41%
Maximum Green (s)	5.0	18.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Walk Time (s)		7.0
Flash Dont Walk (s)		11.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/25/2024

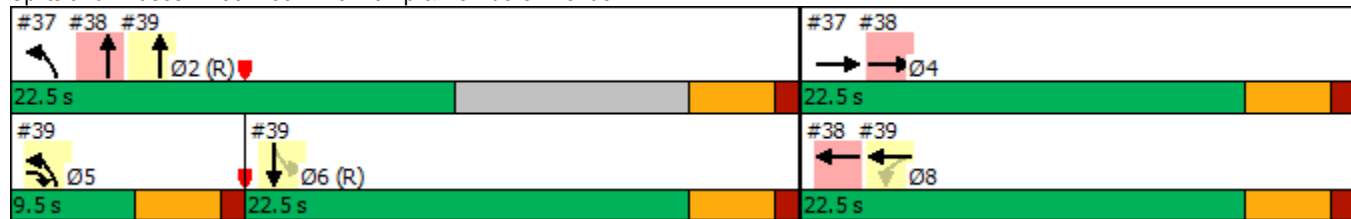


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		1.2			31.0			12.0				
LOS		A			C			B				
Approach Delay		1.3			31.0			12.0				
Approach LOS		A			C			B				

Intersection Summary

Area Type:	Other
Cycle Length:	54.5
Actuated Cycle Length:	54.5
Offset:	0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	12.1
Intersection LOS:	B
Intersection Capacity Utilization	32.7%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 38: I-85 NB off ramp & Belvidere Avenue





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Lane Group	Ø5	Ø6
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

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Lanes, Volumes, Timings  
39: Brevator Street & Belvidere Avenue

07/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	3	0	30	4	156	13	29	155	0
Future Volume (vph)	0	0	4	3	0	30	4	156	13	29	155	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>			0.865		0.850			0.988				
Fl <sub>t</sub> Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	822	1636	1599	0	902	1906	0	1719	1906	0
Fl <sub>t</sub> Permitted				0.950			0.950			0.607		
Satd. Flow (perm)	0	0	822	1636	1599	0	902	1906	0	1098	1906	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			623		615			11				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		78			312			1042				1419
Travel Time (s)		1.8			7.1			23.7				32.3
Peak Hour Factor	0.58	0.58	0.58	0.75	0.75	0.75	0.69	0.69	0.69	0.64	0.64	0.64
Heavy Vehicles (%)	2%	100%	100%	14%	2%	1%	100%	1%	11%	5%	3%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	0	0	7	4	0	40	6	226	19	45	242	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	7	4	40	0	6	245	0	45	242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Over	Perm	NA		Prot	NA		Perm	NA	
Protected Phases			5		8		5	2				6
Permitted Phases				8						6		
Minimum Split (s)			9.5	22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)			9.5	22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (%)			17.4%	41.3%	41.3%		17.4%	41.3%		41.3%	41.3%	
Maximum Green (s)			5.0	18.0	18.0		5.0	18.0		18.0	18.0	
Yellow Time (s)			3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)			1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)			4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Walk Time (s)				7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0	0			0		0	0	
Act Effct Green (s)			5.0	18.0	18.0		5.0	27.5		18.0	18.0	
Actuated g/C Ratio			0.09	0.33	0.33		0.09	0.50		0.33	0.33	
v/c Ratio			0.01	0.01	0.04		0.07	0.25		0.12	0.38	

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/25/2024

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	41%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/25/2024

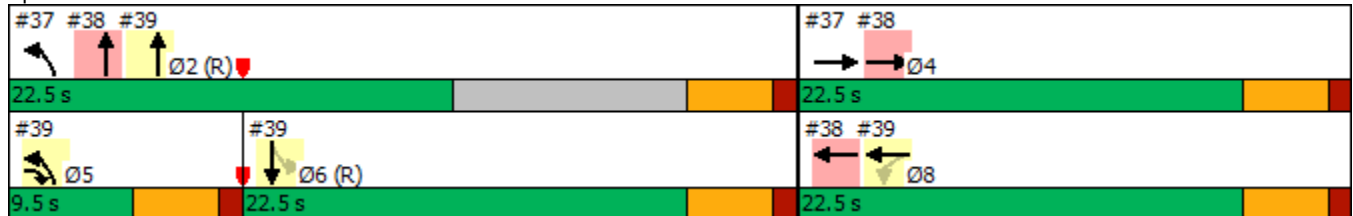


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay			0.0	12.3	0.1		24.8	8.2		13.9	16.3	
Queue Delay			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay			0.0	12.3	0.1		24.8	8.2		13.9	16.3	
LOS			A	B	A		C	A		B	B	
Approach Delay					1.2			8.6				15.9
Approach LOS					A			A				B

Intersection Summary

Area Type:	Other
Cycle Length:	54.5
Actuated Cycle Length:	54.5
Offset:	0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	11.5
Intersection LOS:	B
Intersection Capacity Utilization	28.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 39: Brevator Street & Belvidere Avenue



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Lane Group	Ø4
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

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Lanes, Volumes, Timings  
40: Magazine Street/Tudor Road & Western Avenue

07/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	1	763	16	9	588	1	66	2	33	12	0	6
Future Volume (vph)	1	763	16	9	588	1	66	2	33	12	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.997						0.956			0.955	
Flt Protected					0.999			0.968			0.968	
Satd. Flow (prot)	0	3643	0	0	3615	0	0	1719	0	0	1756	0
Flt Permitted		0.955			0.942			0.780			0.812	
Satd. Flow (perm)	0	3479	0	0	3409	0	0	1385	0	0	1473	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						31			29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		577			395			314			488	
Travel Time (s)		13.1			9.0			7.1			11.1	
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.84	0.84	0.84	0.50	0.50	0.50
Heavy Vehicles (%)	0%	2%	7%	9%	3%	0%	3%	0%	1%	0%	0%	0%
Adj. Flow (vph)	1	857	18	10	653	1	79	2	39	24	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	876	0	0	664	0	0	120	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

Lanes, Volumes, Timings  
 40: Magazine Street/Tudor Road & Western Avenue

07/25/2024

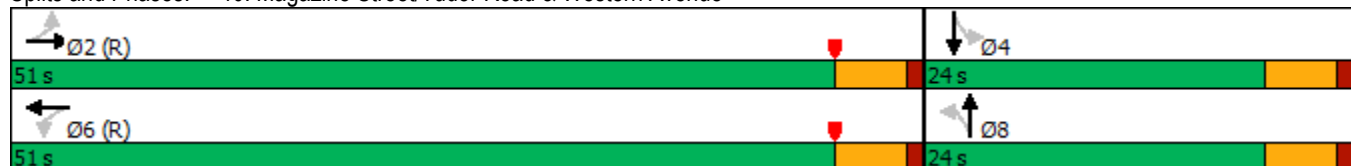


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.0	25.0		31.0	31.0		31.0	31.0		31.0	31.0	
Total Split (s)	51.0	51.0		51.0	51.0		24.0	24.0		24.0	24.0	
Total Split (%)	68.0%	68.0%		68.0%	68.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	46.0	46.0		46.0	46.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
<b>Lead/Lag</b>												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		19.0	19.0		19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5		0	0		5	5	
Act Effct Green (s)		55.7			55.7			12.9			12.9	
Actuated g/C Ratio		0.74			0.74			0.17			0.17	
v/c Ratio		0.34			0.26			0.45			0.13	
Control Delay		5.9			5.5			24.5			11.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.9			5.5			24.5			11.0	
LOS		A			A			C			B	
Approach Delay		5.9			5.5			24.5			11.0	
Approach LOS		A			A			C			B	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 41 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.45  
 Intersection Signal Delay: 7.2  
 Intersection Capacity Utilization 37.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 40: Magazine Street/Tudor Road & Western Avenue



Lanes, Volumes, Timings

41: Hillcrest Avenue/State Campus Road & Western Avenue

07/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↗	↖	↗
Traffic Volume (vph)	250	619	12	3	541	44	21	105	45	31	10	109
Future Volume (vph)	250	619	12	3	541	44	21	105	45	31	10	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	16	12	11	12	12	12	16
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.998			0.989			0.965				0.850
Fl <sub>t</sub> Protected		0.986						0.994		0.950		
Satd. Flow (prot)	0	3593	0	0	3585	0	0	1728	0	1770	1900	1760
Fl <sub>t</sub> Permitted		0.652			0.952			0.964		0.526		
Satd. Flow (perm)	0	2376	0	0	3413	0	0	1676	0	980	1900	1760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			18			31				114
Link Speed (mph)		30			30			25				25
Link Distance (ft)		312			732			334				1048
Travel Time (s)		7.1			16.6			9.1				28.6
Peak Hour Factor	0.88	0.88	0.88	0.93	0.93	0.93	0.80	0.80	0.80	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	5%	13%	3%	1%	0%	1%	5%	2%	0%	4%
Adj. Flow (vph)	284	703	14	3	582	47	26	131	56	32	10	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1001	0	0	632	0	0	213	0	32	10	114
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	0.85	1.00	1.04	1.00	1.00	1.00	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm



# Lanes, Volumes, Timings

## 41: Hillcrest Avenue/State Campus Road & Western Avenue

07/25/2024

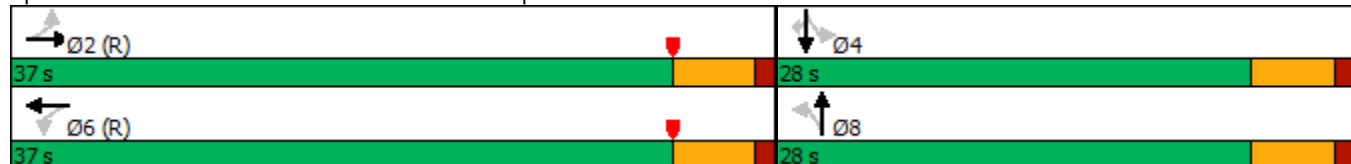


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	37.0	37.0		37.0	37.0		23.0	23.0		23.0	23.0	23.0
Total Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	56.9%	56.9%		56.9%	56.9%		43.1%	43.1%		43.1%	43.1%	43.1%
Maximum Green (s)	32.0	32.0		32.0	32.0		23.0	23.0		23.0	23.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		17.0	17.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)	5	5		5	5					5	5	5
Act Effct Green (s)		41.4			41.4			13.6		13.6	13.6	13.6
Actuated g/C Ratio		0.64			0.64			0.21		0.21	0.21	0.21
v/c Ratio		0.66			0.29			0.57		0.16	0.03	0.25
Control Delay		12.4			4.4			24.3		19.9	16.8	5.3
Queue Delay		0.0			0.0			0.0		0.0	0.0	0.0
Total Delay		12.4			4.4			24.3		19.9	16.8	5.3
LOS		B			A			C		B	B	A
Approach Delay		12.4			4.4			24.3			9.1	
Approach LOS		B			A			C			A	

### Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 20 (31%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 10.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.8%  
 ICU Level of Service C  
 Analysis Period (min) 15

### Splits and Phases: 41: Hillcrest Avenue/State Campus Road & Western Avenue



Lanes, Volumes, Timings  
42: Western Avenue & Campus Access Road

07/25/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations		↕↕	↕↔		↔	↔	
Traffic Volume (vph)	38	683	572	71	26	6	
Future Volume (vph)	38	683	572	71	26	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	11	
Storage Length (ft)	0			0	0	110	
Storage Lanes	0			0	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Frt			0.983			0.850	
Flt Protected		0.997			0.950		
Satd. Flow (prot)	0	3496	3449	0	1711	1561	
Flt Permitted		0.883			0.950		
Satd. Flow (perm)	0	3096	3449	0	1711	1561	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			38			8	
Link Speed (mph)		30	30		30		
Link Distance (ft)		732	209		810		
Travel Time (s)		16.6	4.8		18.4		
Peak Hour Factor	0.86	0.86	0.94	0.94	0.73	0.73	
Heavy Vehicles (%)	2%	3%	3%	2%	2%	0%	
Adj. Flow (vph)	44	794	609	76	36	8	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	838	685	0	36	8	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		11		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	Perm	NA	NA		Prot	Perm	

Lanes, Volumes, Timings  
42: Western Avenue & Campus Access Road

07/25/2024

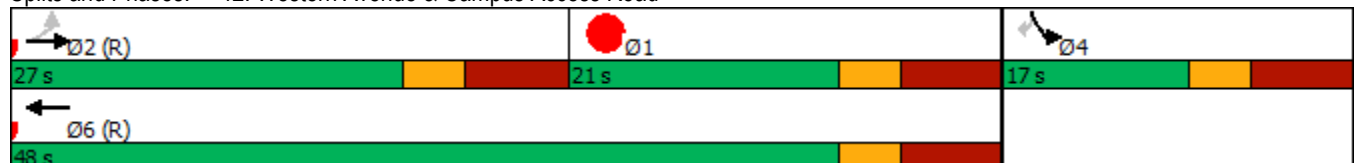


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Protected Phases		2	6		4		1
Permitted Phases	2					4	
Detector Phase	2	2	6		4	4	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0		4.0	4.0	5.0
Minimum Split (s)	26.0	26.0	26.0		26.0	26.0	13.0
Total Split (s)	27.0	27.0	48.0		17.0	17.0	21.0
Total Split (%)	41.5%	41.5%	73.8%		26.2%	26.2%	32%
Maximum Green (s)	19.0	19.0	40.0		9.0	9.0	13.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0	8.0		8.0	8.0	
Lead/Lag	Lead	Lead					Lag
Lead-Lag Optimize?	Yes	Yes					Yes
Vehicle Extension (s)	2.5	2.5	2.5		2.5	2.5	2.5
Recall Mode	C-Min	C-Min	C-Min		None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5		5	5	
Act Effct Green (s)		49.1	49.1		8.4	8.4	
Actuated g/C Ratio		0.76	0.76		0.13	0.13	
v/c Ratio		0.36	0.26		0.16	0.04	
Control Delay		7.4	5.4		24.4	12.5	
Queue Delay		0.0	0.2		0.0	0.0	
Total Delay		7.4	5.7		24.4	12.5	
LOS		A	A		C	B	
Approach Delay		7.4	5.7		22.2		
Approach LOS		A	A		C		

Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 61 (94%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.36  
 Intersection Signal Delay: 7.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 61.4%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 42: Western Avenue & Campus Access Road



Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/25/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	78	742	525	86	65	109
Future Volume (vph)	78	742	525	86	65	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	10	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.979			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	3610	3384	0	1504	1794
Flt Permitted		0.814			0.950	
Satd. Flow (perm)	0	2954	3384	0	1504	1794
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		776	1554		1042	
Travel Time (s)		17.6	35.3		23.7	
Peak Hour Factor	0.86	0.86	0.87	0.87	0.68	0.68
Heavy Vehicles (%)	1%	3%	4%	7%	12%	2%
Adj. Flow (vph)	91	863	603	99	96	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	954	702	0	96	160
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	1.09	0.85
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		8	
Permitted Phases	2					8
Detector Phase	2	2	6		8	8

Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/25/2024

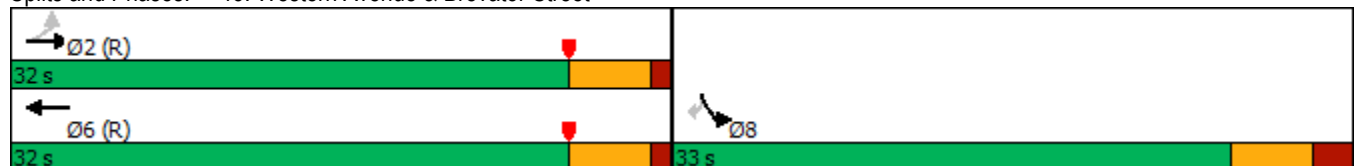


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
<b>Switch Phase</b>						
Minimum Initial (s)	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	23.0	23.0	32.0		31.0	31.0
Total Split (s)	32.0	32.0	32.0		33.0	33.0
Total Split (%)	49.2%	49.2%	49.2%		50.8%	50.8%
Maximum Green (s)	27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		6.0	6.0
<b>Lead/Lag</b>						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			20.0		18.0	18.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		44.5	44.5		13.3	13.3
Actuated g/C Ratio		0.68	0.68		0.20	0.20
v/c Ratio		0.47	0.30		0.31	0.44
Control Delay		8.8	3.1		22.5	24.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		8.8	3.1		22.5	24.7
LOS		A	A		C	C
Approach Delay		8.8	3.1		23.9	
Approach LOS		A	A		C	

**Intersection Summary**

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	49 (75%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	8.7
Intersection LOS:	A
Intersection Capacity Utilization:	60.0%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 43: Western Avenue & Brevator Street



Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/25/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	4	830	3	2	585	24	3	2	0	22	2	4
Future Volume (vph)	4	830	3	2	585	24	3	2	0	22	2	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	13	13	12	12	12	16	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Flt					0.994							0.981
Flt Protected								0.970				0.963
Satd. Flow (prot)	0	3612	0	0	3563	0	0	1843	0	0	1754	0
Flt Permitted		0.952			0.953							0.889
Satd. Flow (perm)	0	3439	0	0	3396	0	0	1900	0	0	1619	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		1			7							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1554			291			499				1509
Travel Time (s)		35.3			6.6			11.3				34.3
Peak Hour Factor	0.88	0.88	0.88	0.93	0.93	0.93	0.63	0.63	0.63	0.78	0.78	0.78
Heavy Vehicles (%)	13%	3%	71%	0%	4%	6%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	5	943	3	2	629	26	5	3	0	28	3	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	951	0	0	657	0	0	8	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			-75				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	1.00	0.96	0.96	1.00	1.00	1.00	0.85	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			3				4
Permitted Phases	2			6			3			4		
Detector Phase	2	2		6	6		3	3		4		4

Lanes, Volumes, Timings  
 44: Western Avenue & Belvidere Avenue

07/25/2024

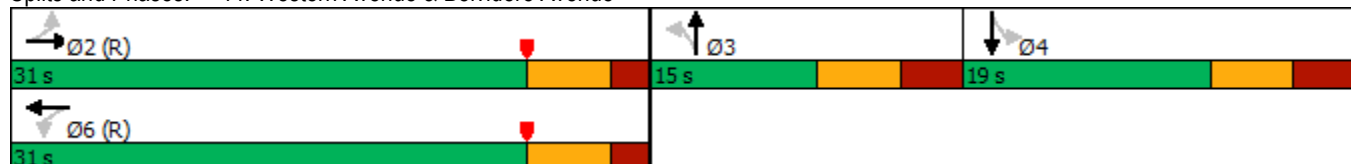


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.0	24.0		31.0	31.0		25.0	25.0		33.0	33.0	
Total Split (s)	31.0	31.0		31.0	31.0		15.0	15.0		19.0	19.0	
Total Split (%)	47.7%	47.7%		47.7%	47.7%		23.1%	23.1%		29.2%	29.2%	
Maximum Green (s)	25.0	25.0		25.0	25.0		8.0	8.0		12.0	12.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			7.0			7.0	
<b>Lead/Lag</b>							Lead	Lead		Lag	Lag	
<b>Lead-Lag Optimize?</b>							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		18.0	18.0					19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5					5	5	
Act Effct Green (s)		52.8			52.8			8.0			8.8	
Actuated g/C Ratio		0.81			0.81			0.12			0.14	
v/c Ratio		0.34			0.24			0.03			0.16	
Control Delay		2.6			5.8			25.6			26.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.6			5.8			25.6			26.0	
LOS		A			A			C			C	
Approach Delay		2.6			5.8			25.6			26.0	
Approach LOS		A			A			C			C	

**Intersection Summary**

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	16 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.34
Intersection Signal Delay:	4.5
Intersection LOS:	A
Intersection Capacity Utilization:	43.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 44: Western Avenue & Belvidere Avenue



## No Build AM Peak Synchro Reports



Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	657	172	89	464	24	150	36	67	42	14	7
Future Volume (vph)	11	657	172	89	464	24	150	36	67	42	14	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	13	12	12	12	12	11	11	12
Storage Length (ft)	160		0	175		0	260		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	0.98	0.99		1.00	1.00			0.99		0.99		
Frt		0.969			0.993			0.903			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3302	0	1662	3473	0	1770	1691	0	3385	1667	0
Flt Permitted	0.457			0.196			0.950			0.950		
Satd. Flow (perm)	826	3302	0	342	3473	0	1770	1691	0	3334	1667	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		352			573			439			309	
Travel Time (s)		8.0			13.0			10.0			7.0	
Confl. Peds. (#/hr)	17		6	6		17			7	7		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.65	0.65	0.65
Heavy Vehicles (%)	0%	6%	2%	5%	6%	13%	2%	0%	0%	0%	7%	0%
Adj. Flow (vph)	12	706	185	96	499	26	161	39	72	65	22	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	891	0	96	525	0	161	111	0	65	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.04	0.96	1.00	1.00	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024

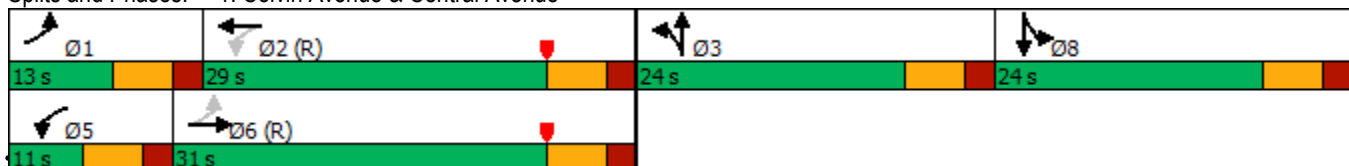


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		3	3		8	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		3	3		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	13.0	24.0		11.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	31.0		11.0	29.0		24.0	24.0		24.0	24.0	
Total Split (%)	14.4%	34.4%		12.2%	32.2%		26.7%	26.7%		26.7%	26.7%	
Maximum Green (s)	7.0	25.0		5.0	23.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	46.6	41.9		53.3	51.1		13.3	13.3		7.4	7.4	
Actuated g/C Ratio	0.52	0.47		0.59	0.57		0.15	0.15		0.08	0.08	
v/c Ratio	0.02	0.58		0.30	0.27		0.62	0.45		0.23	0.24	
Control Delay	11.3	23.7		12.7	13.0		45.7	39.7		40.1	42.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.3	23.7		12.7	13.0		45.7	39.7		40.1	42.4	
LOS	B	C		B	B		D	D		D	D	
Approach Delay		23.5			13.0			43.2			40.8	
Approach LOS		C			B			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 23 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 23.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 58.7%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: Colvin Avenue & Central Avenue



Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	608	172	0	564	221	0	0	0	52	0	56
Future Volume (vph)	183	608	172	0	564	221	0	0	0	52	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11	11	11	16	16	16	12	12	12
Storage Length (ft)	190		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98									
Frt			0.850		0.958							0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1668	3355	1531	0	3296	0	0	0	0	1770	0	1615
Flt Permitted	0.278									0.950		
Satd. Flow (perm)	488	3355	1498	0	3296	0	0	0	0	1770	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		63							82
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		581			960			697			119	
Travel Time (s)		13.2			21.8			15.8			2.7	
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.68	0.68	0.68
Heavy Vehicles (%)	1%	4%	2%	2%	2%	0%	2%	2%	2%	2%	2%	0%
Adj. Flow (vph)	199	661	187	0	634	248	0	0	0	76	0	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	661	187	0	882	0	0	0	0	76	0	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.09	1.04	1.04	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2					1		1
Detector Template	Left	Thru	Right		Thru					Left		Right
Leading Detector (ft)	20	100	20		100					20		20
Trailing Detector (ft)	0	0	0		0					0		0
Detector 1 Position(ft)	0	0	0		0					0		0
Detector 1 Size(ft)	20	6	20		6					20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

# Lanes, Volumes, Timings

## 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/26/2024

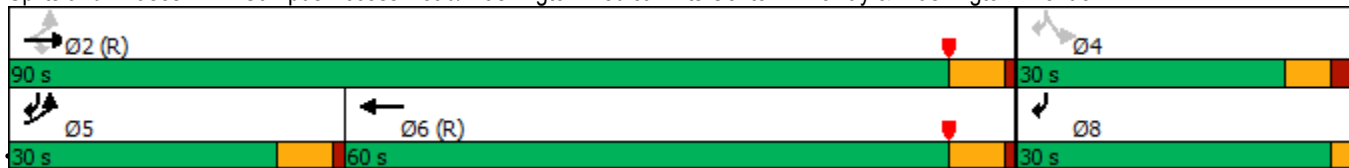


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm		NA					Perm		pt+ov
Protected Phases	5	2			6							5 8
Permitted Phases	2		2							4		4 8
Detector Phase	5	2	2		6					4		5 8
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0		10.0					8.0		
Minimum Split (s)	14.0	24.0	24.0		25.0					24.0		
Total Split (s)	30.0	90.0	90.0		60.0					30.0		
Total Split (%)	25.0%	75.0%	75.0%		50.0%					25.0%		
Maximum Green (s)	24.0	84.0	84.0		54.0					24.0		
Yellow Time (s)	5.0	5.0	5.0		5.0					4.0		
All-Red Time (s)	1.0	1.0	1.0		1.0					2.0		
Lost Time Adjust (s)	0.0	0.0	0.0		0.0					0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0					6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.5	2.5	2.5		2.2					2.5		
Recall Mode	None	C-Max	C-Max		C-Max					None		
Walk Time (s)					7.0							
Flash Dont Walk (s)					12.0							
Pedestrian Calls (#/hr)					5							
Act Effct Green (s)	100.4	101.6	101.6		85.7					10.4		22.3
Actuated g/C Ratio	0.84	0.85	0.85		0.71					0.09		0.19
v/c Ratio	0.40	0.23	0.14		0.37					0.50		0.22
Control Delay	4.9	2.7	0.6		7.5					62.8		9.2
Queue Delay	0.0	0.0	0.0		0.0					0.0		0.0
Total Delay	4.9	2.7	0.6		7.5					62.8		9.2
LOS	A	A	A		A					E		A
Approach Delay		2.7			7.5						35.0	
Approach LOS		A			A						C	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 112 (93%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay: 7.2  
 Intersection Capacity Utilization 49.5%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue



# Lanes, Volumes, Timings

## 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

07/26/2024

Lane Group	Ø8
Detector 2 Extend (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	22.5
Total Split (s)	30.0
Total Split (%)	25%
Maximum Green (s)	28.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

# HCM Unsignalized Intersection Capacity Analysis

## 4: Washington Avenue & Campus Access Rd WB Ramp

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	617	411	0	0	382
Future Volume (Veh/h)	0	617	411	0	0	382
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.87	0.87
Hourly flow rate (vph)	0	656	428	0	0	439
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	None			
Median storage (veh)		2				
Upstream signal (ft)		960				
<b>pX, platoon unblocked</b>						
vC, conflicting volume	428				756	214
vC1, stage 1 conf vol					428	
vC2, stage 2 conf vol					328	
vCu, unblocked vol	428				756	214
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	45
cM capacity (veh/h)	1128				540	794
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>SB 1</b>	
Volume Total	328	328	214	214	439	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	439	
cSH	1700	1700	1700	1700	794	
Volume to Capacity	0.19	0.19	0.13	0.13	0.55	
Queue Length 95th (ft)	0	0	0	0	86	
Control Delay (s)	0.0	0.0	0.0	0.0	15.0	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		15.0	
Approach LOS					B	
<b>Intersection Summary</b>						
Average Delay			4.3			
Intersection Capacity Utilization			41.7%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Campus Access Road & Patroon Creek Blvd. W.

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			TTT			T
Traffic Volume (veh/h)	0	0	475	90	0	21
Future Volume (Veh/h)	0	0	475	90	0	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.63	0.63
Hourly flow rate (vph)	0	0	572	108	0	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	680				626	197
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	680				626	197
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	96
cM capacity (veh/h)	908				416	817
Direction, Lane #	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	163	163	163	190	33	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	108	33	
cSH	1700	1700	1700	1700	817	
Volume to Capacity	0.10	0.10	0.10	0.11	0.04	
Queue Length 95th (ft)	0	0	0	0	3	
Control Delay (s)	0.0	0.0	0.0	0.0	9.6	
Lane LOS					A	
Approach Delay (s)	0.0				9.6	
Approach LOS					A	
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			18.4%		ICU Level of Service	A
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
 6: Campus Access Road & Washington Avenue Eastbound Ramp

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	368	0	0	172	0
Future Volume (Veh/h)	0	368	0	0	172	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	0	433	0	0	193	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				144	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				144	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				77	100
cM capacity (veh/h)	1622				834	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	144	144	144	193		
Volume Left	0	0	0	193		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	834		
Volume to Capacity	0.08	0.08	0.08	0.23		
Queue Length 95th (ft)	0	0	0	22		
Control Delay (s)	0.0	0.0	0.0	10.6		
Lane LOS				B		
Approach Delay (s)	0.0			10.6		
Approach LOS				B		
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			32.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 6th TWSC

7: Campus Access Rd WB Ramp/Patroon Creek Boulevard E. & Campus Access Road 07/26/2024

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖ ↗ ↘ ↙	↖ ↗ ↘ ↙	↖ ↗						↖ ↗
Traffic Vol, veh/h	0	0	0	383	535	346	0	0	0	0	0	28
Future Vol, veh/h	0	0	0	383	535	346	0	0	0	0	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	92	92	92	61	61	61
Heavy Vehicles, %	2	2	2	1	2	1	2	2	2	2	2	0
Mvmt Flow	0	0	0	430	601	389	0	0	0	0	0	46

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	-	301
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.32	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.11	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	0	0	597
Stage 1	-	-	0	0	0	-
Stage 2	-	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	0	597
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

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

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	597
HCM Lane V/C Ratio	-	-	0.077
HCM Control Delay (s)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

# HCM Unsignalized Intersection Capacity Analysis

## 8: U-Turn near Lot N & Campus Access Road/Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑↑	↘	
Traffic Volume (veh/h)	0	0	0	1142	123	0
Future Volume (Veh/h)	0	0	0	1142	123	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.88	0.88	0.96	0.96
Hourly flow rate (vph)	0	0	0	1298	128	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		324	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		324	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		80	100
cM capacity (veh/h)			1622		644	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>WB 4</b>	<b>NB 1</b>	
Volume Total	324	324	324	324	128	
Volume Left	0	0	0	0	128	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	644	
Volume to Capacity	0.19	0.19	0.19	0.19	0.20	
Queue Length 95th (ft)	0	0	0	0	18	
Control Delay (s)	0.0	0.0	0.0	0.0	12.0	
Lane LOS						B
Approach Delay (s)	0.0				12.0	
Approach LOS						B
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			34.4%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 9: Campus Access Road Eastbound/Campus Access Road & U-Turn near Lot N

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	308	0	0	473	0
Future Volume (Veh/h)	0	308	0	0	473	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.83	0.92
Hourly flow rate (vph)	0	342	0	0	570	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				114	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				114	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				35	100
cM capacity (veh/h)	1622				873	1084
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>SB 1</b>		
Volume Total	114	114	114	570		
Volume Left	0	0	0	570		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	873		
Volume to Capacity	0.07	0.07	0.07	0.65		
Queue Length 95th (ft)	0	0	0	125		
Control Delay (s)	0.0	0.0	0.0	16.5		
Lane LOS				C		
Approach Delay (s)	0.0			16.5		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			10.3			
Intersection Capacity Utilization			44.5%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 10: Washington Avenue Ramp & Route 85 Off-Ramp/Washington Ave Ramp/Route 85 Southbound Off-Ramp

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↘	
Traffic Volume (veh/h)	0	0	0	750	276	0
Future Volume (Veh/h)	0	0	0	750	276	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	815	300	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	815	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	815	0	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	14	100	
cM capacity (veh/h)			1623	347	1085	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>				
Volume Total	815	300				
Volume Left	0	300				
Volume Right	0	0				
cSH	1700	347				
Volume to Capacity	0.48	0.86				
Queue Length 95th (ft)	0	202				
Control Delay (s)	0.0	55.4				
Lane LOS		F				
Approach Delay (s)	0.0	55.4				
Approach LOS		F				
<b>Intersection Summary</b>						
Average Delay			14.9			
Intersection Capacity Utilization			72.7%	ICU Level of Service	C	
Analysis Period (min)			15			

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↕↕						↔↔	
Traffic Vol, veh/h	9	548	10	0	634	8	0	0	0	0	0	13
Future Vol, veh/h	9	548	10	0	634	8	0	0	0	0	0	13
Conflicting Peds, #/hr	5	0	2	2	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	108540	1856	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	86	86	86	92	92	92	81	81	81
Heavy Vehicles, %	7	3	0	0	3	0	2	2	2	0	0	0
Mvmt Flow	9	577	11	0	737	9	0	0	0	0	0	16

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	751	0	0	-	-	0		1054	1355	378
Stage 1	-	-	-	-	-	-		747	747	-
Stage 2	-	-	-	-	-	-		307	608	-
Critical Hdwy	4.24	-	-	-	-	-		6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-		5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.8	5.5	-
Follow-up Hdwy	2.27	-	-	-	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	822	-	-	0	-	-		225	151	625
Stage 1	-	-	-	0	-	-		434	423	-
Stage 2	-	-	-	0	-	-		725	489	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	818	-	-	-	-	-		219	0	622
Mov Cap-2 Maneuver	-	-	-	-	-	-		219	0	-
Stage 1	-	-	-	-	-	-		425	0	-
Stage 2	-	-	-	-	-	-		721	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	818	-	-	-	-	622
HCM Lane V/C Ratio	0.012	-	-	-	-	0.026
HCM Control Delay (s)	9.5	0.1	-	-	-	10.9
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↘	↗
Traffic Volume (vph)	104	520	563	115	147	74
Future Volume (vph)	104	520	563	115	147	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	11	12
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	0.99
Flt			0.974			0.850
Flt Protected		0.992			0.950	
Satd. Flow (prot)	0	3610	3437	0	1678	1599
Flt Permitted		0.712			0.950	
Satd. Flow (perm)	0	2591	3437	0	1673	1578
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		743	2354		350	
Travel Time (s)		16.9	53.5		8.0	
Confl. Peds. (#/hr)	4			4	3	1
Peak Hour Factor	0.95	0.95	0.83	0.83	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	1%	4%	1%
Adj. Flow (vph)	109	547	678	139	163	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	656	817	0	163	82
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	1.00	1.04	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024

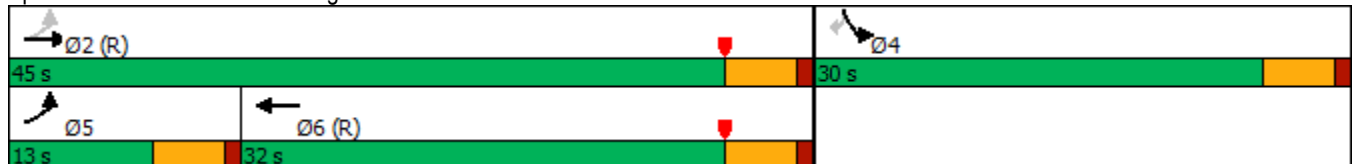


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	13.0	23.0	25.0		29.0	29.0
Total Split (s)	13.0	45.0	32.0		30.0	30.0
Total Split (%)	17.3%	60.0%	42.7%		40.0%	40.0%
Maximum Green (s)	8.0	40.0	27.0		25.0	25.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	5.0	5.0		5.0	5.0
Recall Mode	None	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			13.0		17.0	17.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		49.6	49.6		15.4	15.4
Actuated g/C Ratio		0.66	0.66		0.21	0.21
v/c Ratio		0.38	0.36		0.48	0.25
Control Delay		7.5	7.0		29.6	25.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		7.5	7.0		29.6	25.0
LOS		A	A		C	C
Approach Delay		7.5	7.0		28.1	
Approach LOS		A	A		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 35 (47%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay: 10.2  
 Intersection Capacity Utilization 57.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 14: Washington Avenue & Colvin Avenue





Lanes, Volumes, Timings  
 15: Manning Boulevard & Washington Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	440	172	25	441	5	173	68	36	19	82	67
Future Volume (vph)	47	440	172	25	441	5	173	68	36	19	82	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	11	10	12	11	11	12
Storage Length (ft)	200		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	1.00		1.00					0.98
Frt		0.958			0.998			0.948				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	3336	0	1620	3491	0	1745	1647	0	1646	1685	1538
Flt Permitted	0.334			0.292			0.494			0.673		
Satd. Flow (perm)	569	3336	0	497	3491	0	904	1647	0	1166	1685	1509
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		92										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2354			640			535				154
Travel Time (s)		53.5			14.5			12.2				3.5
Confl. Peds. (#/hr)	2		4	4		2	5					5
Confl. Bikes (#/hr)			1									2
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.79	0.79	0.79	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	0%	4%	3%	20%	0%	0%	6%	6%	9%	5%
Adj. Flow (vph)	52	484	189	29	513	6	219	86	46	20	88	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	673	0	29	519	0	219	132	0	20	88	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	1.00	1.00	1.04	1.09	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

Lanes, Volumes, Timings  
15: Manning Boulevard & Washington Avenue

07/26/2024

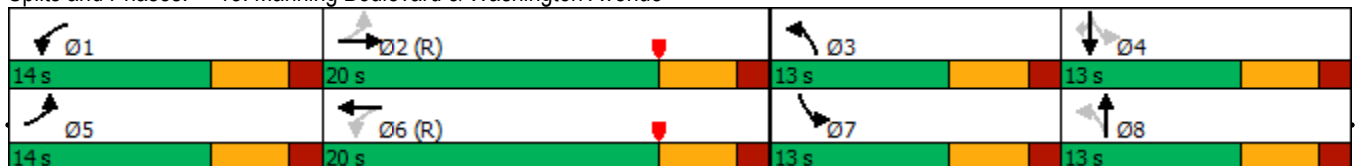


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	8.0	10.0		8.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	29.0
Total Split (s)	14.0	20.0		14.0	20.0		13.0	13.0		13.0	13.0	13.0
Total Split (%)	23.3%	33.3%		23.3%	33.3%		21.7%	21.7%		21.7%	21.7%	21.7%
Maximum Green (s)	9.0	15.0		9.0	15.0		8.0	8.0		8.0	8.0	8.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		13.0			13.0			17.0			17.0	17.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	27.0	23.8		26.0	21.2		20.0	18.4		16.0	8.0	8.0
Actuated g/C Ratio	0.45	0.40		0.43	0.35		0.33	0.31		0.27	0.13	0.13
v/c Ratio	0.13	0.49		0.08	0.42		0.53	0.26		0.05	0.39	0.36
Control Delay	9.3	14.7		9.0	17.8		20.8	21.0		13.5	29.6	29.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	9.3	14.7		9.0	17.8		20.8	21.0		13.5	29.6	29.3
LOS	A	B		A	B		C	C		B	C	C
Approach Delay		14.3			17.3			20.9			27.7	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 54 (90%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 17.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 53.2%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 15: Manning Boulevard & Washington Avenue



# HCM Unsignalized Intersection Capacity Analysis

## 16: Campus Access Road/Campus Access Road Southbound & U-Turn near Lot Y

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	26	0	0	0	0	1377
Future Volume (Veh/h)	26	0	0	0	0	1377
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.92	0.92	0.92	0.76	0.76
Hourly flow rate (vph)	33	0	0	0	0	1812
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)	1070					
pX, platoon unblocked						
vC, conflicting volume	604	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	604	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	100			100	
cM capacity (veh/h)	435	1084			1622	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	33	604	604	604		
Volume Left	33	0	0	0		
Volume Right	0	0	0	0		
cSH	435	1700	1700	1700		
Volume to Capacity	0.08	0.36	0.36	0.36		
Queue Length 95th (ft)	6	0	0	0		
Control Delay (s)	14.0	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	14.0	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			48.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 18: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷↷↷		
Traffic Volume (veh/h)	22	0	0	457	0	0
Future Volume (Veh/h)	22	0	0	457	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.76	0.76	0.92	0.92
Hourly flow rate (vph)	25	0	0	601	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	200	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	0	0			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	761	1084	1622			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3		
Volume Total	25	200	200	200		
Volume Left	25	0	0	0		
Volume Right	0	0	0	0		
cSH	761	1700	1700	1700		
Volume to Capacity	0.03	0.12	0.12	0.12		
Queue Length 95th (ft)	3	0	0	0		
Control Delay (s)	9.9	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.9	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			86.3%		ICU Level of Service	E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 19: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶					↷↷↷
Traffic Volume (veh/h)	172	0	0	0	0	130
Future Volume (Veh/h)	172	0	0	0	0	130
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	193	0	0	0	0	169
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	56	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	56	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	100			100	
cM capacity (veh/h)	947	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	193	56	56	56		
Volume Left	193	0	0	0		
Volume Right	0	0	0	0		
cSH	947	1700	1700	1700		
Volume to Capacity	0.20	0.03	0.03	0.03		
Queue Length 95th (ft)	19	0	0	0		
Control Delay (s)	9.8	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.8	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			22.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 20: Campus Access Road & Route 85 Southbound Off-Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	348	0	0	0	0	302
Future Volume (Veh/h)	348	0	0	0	0	302
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.92	0.92	0.83	0.83
Hourly flow rate (vph)	414	0	0	0	0	364
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	121	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	121	0			0	
tC, single (s)	*4.3	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	56	100			100	
cM capacity (veh/h)	943	1084			1622	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	414	121	121	121		
Volume Left	414	0	0	0		
Volume Right	0	0	0	0		
cSH	943	1700	1700	1700		
Volume to Capacity	0.44	0.07	0.07	0.07		
Queue Length 95th (ft)	57	0	0	0		
Control Delay (s)	11.8	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	11.8	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			6.3			
Intersection Capacity Utilization			31.8%	ICU Level of Service	A	
Analysis Period (min)			15			

\* User Entered Value

# HCM Unsignalized Intersection Capacity Analysis

## 21: Campus Access Road & Brevator Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗			
Traffic Volume (veh/h)	0	223	404	0	0	0
Future Volume (Veh/h)	0	223	404	0	0	0
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.68	0.68	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	0	328	487	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	487	162			487	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	487	162			487	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	62			100	
cM capacity (veh/h)	510	857			1072	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3		
Volume Total	328	162	162	162		
Volume Left	0	0	0	0		
Volume Right	328	0	0	0		
cSH	857	1700	1700	1700		
Volume to Capacity	0.38	0.10	0.10	0.10		
Queue Length 95th (ft)	45	0	0	0		
Control Delay (s)	11.8	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	11.8	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			28.3%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	7.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑↑		↑↑
Traffic Vol, veh/h	84	42	150	118	155	72
Future Vol, veh/h	84	42	150	118	155	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	66	66	72	72
Heavy Vehicles, %	2	3	0	2	4	2
Mvmt Flow	120	60	227	179	215	100

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	809	158	315	0	0
Stage 1	265	-	-	-	-
Stage 2	544	-	-	-	-
Critical Hdwy	6.84	6.96	4.1	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.33	2.2	-	-
Pot Cap-1 Maneuver	318	856	1257	-	-
Stage 1	755	-	-	-	-
Stage 2	546	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	254	856	1257	-	-
Mov Cap-2 Maneuver	254	-	-	-	-
Stage 1	603	-	-	-	-
Stage 2	546	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28	4.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	332	-	-
HCM Lane V/C Ratio	0.181	-	0.542	-	-
HCM Control Delay (s)	8.5	0.2	28	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.7	-	3.1	-	-



Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖						↕	↘
Traffic Volume (vph)	0	4	6	0	13	0	0	0	0	0	676	0
Future Volume (vph)	0	4	6	0	13	0	0	0	0	0	676	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor	0.916											
Flt Protected												
Satd. Flow (prot)	0	919	0	0	990	0	0	0	0	0	3421	0
Flt Permitted												
Satd. Flow (perm)	0	919	0	0	990	0	0	0	0	0	3421	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)	30				30			30			40	
Link Distance (ft)	320				130			344			350	
Travel Time (s)	7.3				3.0			7.8			6.0	
Confl. Peds. (#/hr)	21						21					
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.63	0.63	0.63	0.81	0.81	0.81	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	2%	100%	83%	100%	92%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	6	10	0	16	0	0	0	0	0	814	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	16	0	0	0	0	0	814	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0		0		0		0	
Link Offset(ft)	0				0		0		0		0	
Crosswalk Width(ft)	16				16		16		16		16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Number of Detectors	2		1		2						2	
Detector Template	Thru		Left		Thru						Thru	
Leading Detector (ft)	100		20		100						100	
Trailing Detector (ft)	0		0		0						0	
Detector 1 Position(ft)	0		0		0						0	
Detector 1 Size(ft)	6		20		6						6	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex						CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0		0.0						0.0	
Detector 1 Queue (s)	0.0		0.0		0.0						0.0	
Detector 1 Delay (s)	0.0		0.0		0.0						0.0	
Detector 2 Position(ft)	94				94						94	
Detector 2 Size(ft)	6				6						6	
Detector 2 Type	CI+Ex				CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0				0.0						0.0	
Turn Type	NA				NA						NA	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/26/2024

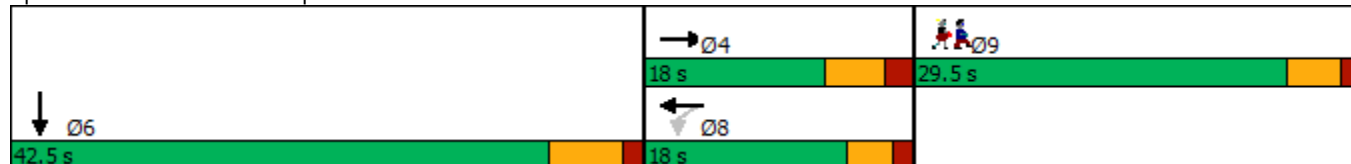


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8						6	
Permitted Phases				8								
Detector Phase		4		8	8							6
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0						12.0	
Minimum Split (s)		24.0		23.0	23.0						24.5	
Total Split (s)		18.0		18.0	18.0						42.5	
Total Split (%)		20.0%		20.0%	20.0%						47.2%	
Maximum Green (s)		12.0		13.5	13.5						36.0	
Yellow Time (s)		4.0		3.0	3.0						5.0	
All-Red Time (s)		2.0		1.5	1.5						1.5	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			4.5						6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Recall Mode		None		None	None						Min	
Walk Time (s)											7.0	
Flash Dont Walk (s)											8.0	
Pedestrian Calls (#/hr)											5	
Act Effct Green (s)		13.5			13.6						37.4	
Actuated g/C Ratio		0.32			0.32						0.88	
v/c Ratio		0.05			0.05						0.27	
Control Delay		18.6			17.8						5.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		18.6			17.8						5.7	
LOS		B			B						A	
Approach Delay		18.6			17.8						5.7	
Approach LOS		B			B						A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	42.5
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.27
Intersection Signal Delay:	6.2
Intersection LOS:	A
Intersection Capacity Utilization:	39.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 24: Campus Access Road & Justice Drive



HCM Unsignalized Intersection Capacity Analysis  
 26: Soc Ring Road/Campus Access Road & Transit Stop Merge

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↕↕
Traffic Volume (veh/h)	4	0	0	0	0	682
Future Volume (Veh/h)	4	0	0	0	0	682
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	1.00	1.00	0.92	0.92	0.84	0.84
Hourly flow rate (vph)	4	0	0	0	0	812
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	344					
pX, platoon unblocked	0.88					
vC, conflicting volume	406	0				0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64	0				0
tC, single (s)	8.8	6.9				4.1
tC, 2 stage (s)						
tF (s)	4.5	3.3				2.2
p0 queue free %	99	100				100
cM capacity (veh/h)	629	1084				1622
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>			
Volume Total	4	406	406			
Volume Left	4	0	0			
Volume Right	0	0	0			
cSH	629	1700	1700			
Volume to Capacity	0.01	0.24	0.24			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	10.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.8	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			28.9%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 27: U-Turn near Lot H & Campus Access Road Northbound/Campus Access Road Westbound

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↖	
Traffic Volume (veh/h)	0	0	0	179	61	0
Future Volume (Veh/h)	0	0	0	179	61	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.93	0.93	0.57	0.92
Hourly flow rate (vph)	0	0	0	192	107	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		96	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		96	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		88	100
cM capacity (veh/h)			1622		899	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>			
Volume Total	96	96	107			
Volume Left	0	0	107			
Volume Right	0	0	0			
cSH	1700	1700	899			
Volume to Capacity	0.06	0.06	0.12			
Queue Length 95th (ft)	0	0	10			
Control Delay (s)	0.0	0.0	9.5			
Lane LOS			A			
Approach Delay (s)	0.0		9.5			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			3.4			
Intersection Capacity Utilization			33.4%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 28: Soc Ring Road & U-Turn near Lot H

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	625	0	0	15	0
Future Volume (Veh/h)	0	625	0	0	15	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.63	0.63
Hourly flow rate (vph)	0	791	0	0	24	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				264	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				264	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	100
cM capacity (veh/h)	1622				703	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	264	264	264	24		
Volume Left	0	0	0	24		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	703		
Volume to Capacity	0.16	0.16	0.16	0.03		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	10.3		
Lane LOS				B		
Approach Delay (s)	0.0			10.3		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			26.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 29: U-Turn near Lot F & Campus Access Road Westbound

07/26/2024

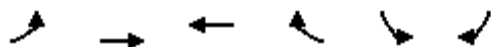


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	286	102	0
Future Volume (Veh/h)	0	0	0	286	102	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.88	0.88	0.69	0.69
Hourly flow rate (vph)	0	0	0	325	148	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	108	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	108	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	83	100	
cM capacity (veh/h)			1622	883	1091	
Direction, Lane #	WB 1	WB 2	WB 3	NB 1		
Volume Total	108	108	108	148		
Volume Left	0	0	0	148		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	883		
Volume to Capacity	0.06	0.06	0.06	0.17		
Queue Length 95th (ft)	0	0	0	15		
Control Delay (s)	0.0	0.0	0.0	9.9		
Lane LOS				A		
Approach Delay (s)	0.0			9.9		
Approach LOS				A		
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			41.5%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 30: Soc Ring Road & U-Turn near Lot F

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	539	0	0	87	0
Future Volume (Veh/h)	0	539	0	0	87	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.75	0.92
Hourly flow rate (vph)	0	682	0	0	116	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				227	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				227	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				84	100
cM capacity (veh/h)	1622				741	1084
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>SB 1</b>		
Volume Total	227	227	227	116		
Volume Left	0	0	0	116		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	741		
Volume to Capacity	0.13	0.13	0.13	0.16		
Queue Length 95th (ft)	0	0	0	14		
Control Delay (s)	0.0	0.0	0.0	10.8		
Lane LOS					B	
Approach Delay (s)	0.0			10.8		
Approach LOS					B	
<b>Intersection Summary</b>						
Average Delay			1.6			
Intersection Capacity Utilization			24.4%	ICU Level of Service	A	
Analysis Period (min)			15			



# HCM Unsignalized Intersection Capacity Analysis

## 31: U-Turn near Lot F/Harriman Campus Road & Campus Access Road Westbound

07/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑					↑
Traffic Volume (veh/h)	0	0	0	0	410	72	86	0	0	0	0	23
Future Volume (Veh/h)	0	0	0	0	410	72	86	0	0	0	0	23
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.83	0.83	0.83	0.92	0.92	0.92	0.92	0.92	0.69
Hourly flow rate (vph)	0	0	0	0	494	87	93	0	0	0	0	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	494			0			165	494	0	538	538	208
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	494			0			165	494	0	538	538	208
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			88	100	100	100	100	96
cM capacity (veh/h)	1066			1622			752	475	1084	427	449	798
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	198	198	186	93	33							
Volume Left	0	0	0	93	0							
Volume Right	0	0	87	0	33							
cSH	1700	1700	1700	752	798							
Volume to Capacity	0.12	0.12	0.11	0.12	0.04							
Queue Length 95th (ft)	0	0	0	11	3							
Control Delay (s)	0.0	0.0	0.0	10.5	9.7							
Lane LOS				B	A							
Approach Delay (s)	0.0			10.5	9.7							
Approach LOS				B	A							
Intersection Summary												
Average Delay				1.8								
Intersection Capacity Utilization				25.5%	ICU Level of Service					A		
Analysis Period (min)				15								

# HCM Unsignalized Intersection Capacity Analysis

## 32: State Campus Road & Soc Ring Road

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	347	169	0	0	0	418
Future Volume (Veh/h)	347	169	0	0	0	418
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.92	0.92	0.92	0.88
Hourly flow rate (vph)	381	186	0	0	0	475
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			567		474	220
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			567		474	220
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	40
cM capacity (veh/h)			1001		519	787
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NB 1</b>		
Volume Total	152	152	262	475		
Volume Left	0	0	0	0		
Volume Right	0	0	186	475		
cSH	1700	1700	1700	787		
Volume to Capacity	0.09	0.09	0.15	0.60		
Queue Length 95th (ft)	0	0	0	103		
Control Delay (s)	0.0	0.0	0.0	16.3		
Lane LOS				C		
Approach Delay (s)	0.0			16.3		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			7.4			
Intersection Capacity Utilization			43.0%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

32 cont.: Soc Ring Road/Campus Access Road Eastbound & U-Turn near Lot D

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	766	0	0	23	0
Future Volume (Veh/h)	0	766	0	0	23	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.92
Hourly flow rate (vph)	0	833	0	0	29	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				278	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				278	0
tC, single (s)	4.1				*3.4	6.9
tC, 2 stage (s)						
tF (s)	2.2				*2.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1622				1218	1084
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>SB 1</b>		
Volume Total	278	278	278	29		
Volume Left	0	0	0	29		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1218		
Volume to Capacity	0.16	0.16	0.16	0.02		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	0.0	0.0	0.0	8.0		
Lane LOS				A		
Approach Delay (s)	0.0			8.0		
Approach LOS				A		
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			33.2%	ICU Level of Service	A	
Analysis Period (min)			15			

\* User Entered Value

# HCM Unsignalized Intersection Capacity Analysis

## 33: U-Turn near Lot D & Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	413	415	0
Future Volume (Veh/h)	0	0	0	413	415	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.87	0.92
Hourly flow rate (vph)	0	0	0	492	477	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume				0	164	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				0	164	0
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	42	100
cM capacity (veh/h)				1622	816	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	164	164	164	477		
Volume Left	0	0	0	477		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	816		
Volume to Capacity	0.10	0.10	0.10	0.58		
Queue Length 95th (ft)	0	0	0	97		
Control Delay (s)	0.0	0.0	0.0	15.4		
Lane LOS					C	
Approach Delay (s)	0.0				15.4	
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay				7.6		
Intersection Capacity Utilization				47.1%	ICU Level of Service	A
Analysis Period (min)				15		

# HCM Unsignalized Intersection Capacity Analysis

## 34: Campus Access Road & Campus Access Road Eastbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	352	46	0	0	0	107
Future Volume (Veh/h)	352	46	0	0	0	107
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.92	0.44
Hourly flow rate (vph)	446	58	0	0	0	243
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			446		475	178
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			446		475	178
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	71
cM capacity (veh/h)			1111		519	835
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NB 1</b>		
Volume Total	178	178	147	243		
Volume Left	0	0	0	0		
Volume Right	0	0	58	243		
cSH	1700	1700	1700	835		
Volume to Capacity	0.10	0.10	0.09	0.29		
Queue Length 95th (ft)	0	0	0	30		
Control Delay (s)	0.0	0.0	0.0	11.1		
Lane LOS				B		
Approach Delay (s)	0.0			11.1		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			3.6			
Intersection Capacity Utilization			21.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 34 cont.: Campus Access Road Eastbound & U-Turn near Lot C

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	460	0	0	14	0
Future Volume (Veh/h)	0	460	0	0	14	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.44	0.92
Hourly flow rate (vph)	0	500	0	0	32	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				167	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				167	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	100
cM capacity (veh/h)	1622				807	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	167	167	167	32		
Volume Left	0	0	0	32		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	807		
Volume to Capacity	0.10	0.10	0.10	0.04		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	9.6		
Lane LOS				A		
Approach Delay (s)	0.0			9.6		
Approach LOS				A		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			28.6%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 35: U-Turn near Lot C & Campus Access Road Westbound

07/26/2024

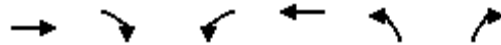


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	570	107	0
Future Volume (Veh/h)	0	0	0	570	107	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	620	116	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	207	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	207	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	85	100	
cM capacity (veh/h)			1622	768	1084	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	207	207	207	116		
Volume Left	0	0	0	116		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	768		
Volume to Capacity	0.12	0.12	0.12	0.15		
Queue Length 95th (ft)	0	0	0	13		
Control Delay (s)	0.0	0.0	0.0	10.5		
Lane LOS				B		
Approach Delay (s)	0.0			10.5		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			1.7			
Intersection Capacity Utilization			31.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024



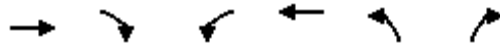
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5	Ø6	Ø8
Lane Configurations	↑↑				↘				
Traffic Volume (vph)	361	4	0	0	4	0			
Future Volume (vph)	361	4	0	0	4	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00			
Fr <sub>t</sub>	0.998								
Fl <sub>t</sub> Protected					0.950				
Satd. Flow (prot)	3492	0	0	0	902	0			
Fl <sub>t</sub> Permitted					0.950				
Satd. Flow (perm)	3492	0	0	0	902	0			
Right Turn on Red	Yes				Yes				
Satd. Flow (RTOR)	2								
Link Speed (mph)	30			30		30			
Link Distance (ft)	302			147		77			
Travel Time (s)	6.9			3.3		1.8			
Peak Hour Factor	0.88	0.88	0.92	0.92	0.50	0.50			
Heavy Vehicles (%)	2%	100%	2%	2%	100%	2%			
Adj. Flow (vph)	410	5	0	0	8	0			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	415	0	0	0	8	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			0		12			
Link Offset(ft)	0			0		0			
Crosswalk Width(ft)	16			16		16			
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	9		15		15		9		
Turn Type	NA				Prot				
Protected Phases	4				2		5	6	8
Permitted Phases									
Minimum Split (s)	22.5				22.5		9.5	22.5	22.5
Total Split (s)	22.5				22.5		9.5	22.5	22.5
Total Split (%)	41.3%				41.3%		17%	41%	41%
Maximum Green (s)	18.0				18.0		5.0	18.0	18.0
Yellow Time (s)	3.5				3.5		3.5	3.5	3.5
All-Red Time (s)	1.0				1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0				0.0				
Total Lost Time (s)	4.5				4.5				
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	
Walk Time (s)	7.0				7.0			7.0	7.0
Flash Dont Walk (s)	11.0				11.0			11.0	11.0
Pedestrian Calls (#/hr)	0				0			0	0
Act Effct Green (s)	18.0				27.5				
Actuated g/C Ratio	0.33				0.50				
v/c Ratio	0.36				0.02				
Control Delay	14.9				16.2				
Queue Delay	0.0				0.0				



Lanes, Volumes, Timings

37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024

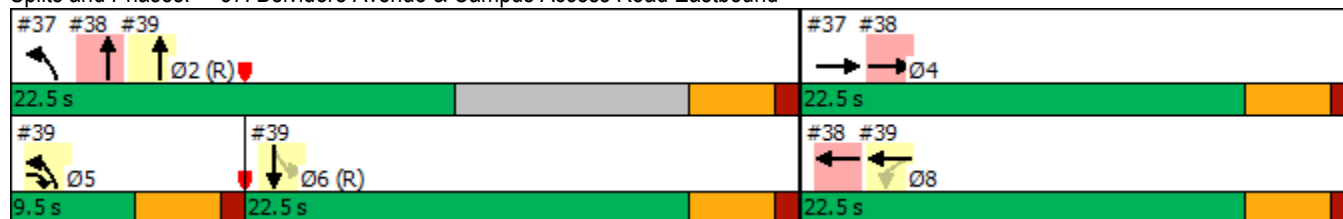


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5	Ø6	Ø8
Total Delay	14.9				16.2				
LOS	B				B				
Approach Delay	14.9				16.3				
Approach LOS	B				B				

Intersection Summary

Area Type:	Other
Cycle Length:	54.5
Actuated Cycle Length:	54.5
Offset:	0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization	21.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 37: Belvidere Avenue & Campus Access Road Eastbound



Lanes, Volumes, Timings  
38: I-85 NB off ramp & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (vph)	0	4	0	0	4	0	0	411	0	0	0	0
Future Volume (vph)	0	4	0	0	4	0	0	411	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	950	0	0	950	0	0	1881	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	950	0	0	950	0	0	1881	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		77			78			1039				128
Travel Time (s)		1.8			1.8			23.6				2.9
Peak Hour Factor	1.00	1.00	1.00	0.92	0.77	0.77	0.92	0.77	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	100%	2%	2%	100%	0%	2%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	4	0	0	5	0	0	534	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	5	0	0	534	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA			NA				
Protected Phases		4			8			2				
Permitted Phases												
Minimum Split (s)		22.5			22.5			22.5				
Total Split (s)		22.5			22.5			22.5				
Total Split (%)		41.3%			41.3%			41.3%				
Maximum Green (s)		18.0			18.0			18.0				
Yellow Time (s)		3.5			3.5			3.5				
All-Red Time (s)		1.0			1.0			1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		11.0			11.0			11.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)		18.0			18.0			27.5				
Actuated g/C Ratio		0.33			0.33			0.50				
v/c Ratio		0.01			0.02			0.56				
Control Delay		1.2			31.0			12.2				
Queue Delay		0.0			0.0			0.0				

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Fr't		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Minimum Split (s)	9.5	22.5
Total Split (s)	9.5	22.5
Total Split (%)	17%	41%
Maximum Green (s)	5.0	18.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Walk Time (s)		7.0
Flash Dont Walk (s)		11.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

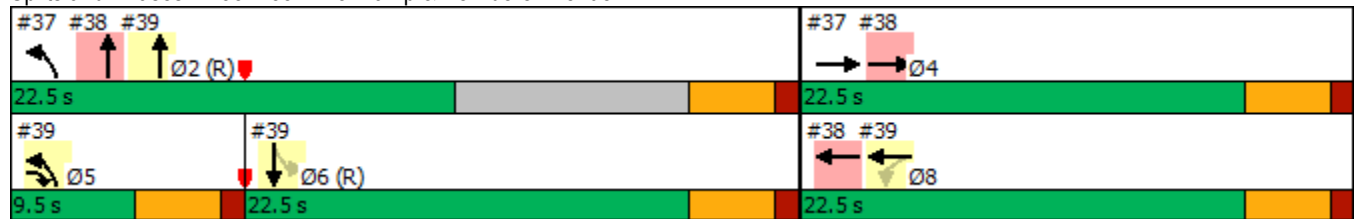


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		1.2			31.0			12.2				
LOS		A			C			B				
Approach Delay		1.3			31.0			12.2				
Approach LOS		A			C			B				

Intersection Summary

Area Type:	Other
Cycle Length:	54.5
Actuated Cycle Length:	54.5
Offset:	0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	12.3
Intersection LOS:	B
Intersection Capacity Utilization	33.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 38: I-85 NB off ramp & Belvidere Avenue



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Lane Group	Ø5	Ø6
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

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Lanes, Volumes, Timings  
39: Brevator Street & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	3	0	31	4	161	13	30	160	0
Future Volume (vph)	0	0	4	3	0	31	4	161	13	30	160	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.850			0.989				
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	822	1636	1599	0	902	1908	0	1719	1906	0
Flt Permitted				0.950			0.950			0.603		
Satd. Flow (perm)	0	0	822	1636	1599	0	902	1908	0	1091	1906	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			616		604			11				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		78			312			1042				1419
Travel Time (s)		1.8			7.1			23.7				32.3
Peak Hour Factor	0.58	0.58	0.58	0.75	0.75	0.75	0.69	0.69	0.69	0.64	0.64	0.64
Heavy Vehicles (%)	2%	100%	100%	14%	2%	1%	100%	1%	11%	5%	3%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	0	0	7	4	0	41	6	233	19	47	250	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	7	4	41	0	6	252	0	47	250	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Over	Perm	NA		Prot	NA		Perm	NA	
Protected Phases			5		8		5	2				6
Permitted Phases				8						6		
Minimum Split (s)			9.5	22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)			9.5	22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (%)			17.4%	41.3%	41.3%		17.4%	41.3%		41.3%	41.3%	
Maximum Green (s)			5.0	18.0	18.0		5.0	18.0		18.0	18.0	
Yellow Time (s)			3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)			1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)			4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Walk Time (s)				7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0	0			0		0	0	
Act Effct Green (s)			5.0	18.0	18.0		5.0	27.5		18.0	18.0	
Actuated g/C Ratio			0.09	0.33	0.33		0.09	0.50		0.33	0.33	
v/c Ratio			0.01	0.01	0.04		0.07	0.26		0.13	0.40	

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/26/2024

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	41%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/26/2024

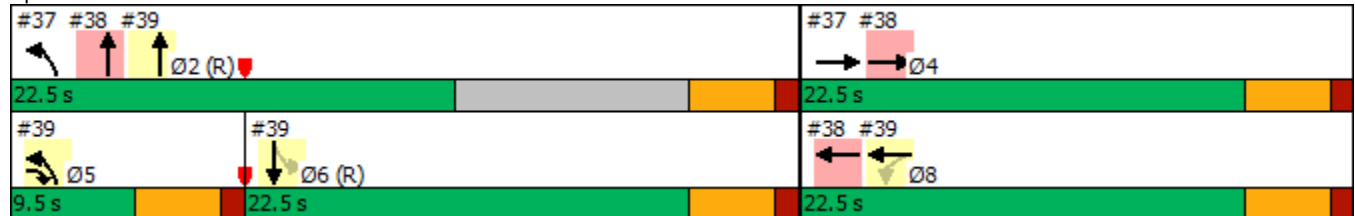


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay			0.0	12.3	0.1		24.8	8.2		14.0	16.4	
Queue Delay			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay			0.0	12.3	0.1		24.8	8.2		14.0	16.4	
LOS			A	B	A		C	A		B	B	
Approach Delay					1.2			8.6				16.0
Approach LOS					A			A				B

Intersection Summary

Area Type:	Other
Cycle Length:	54.5
Actuated Cycle Length:	54.5
Offset:	0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization	28.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 39: Brevator Street & Belvidere Avenue





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Lane Group	Ø4
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

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Lanes, Volumes, Timings  
40: Magazine Street/Tudor Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	1	786	16	9	606	1	68	2	34	12	0	6
Future Volume (vph)	1	786	16	9	606	1	68	2	34	12	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997						0.956			0.955	
Flt Protected					0.999			0.968			0.968	
Satd. Flow (prot)	0	3643	0	0	3615	0	0	1719	0	0	1756	0
Flt Permitted		0.955			0.942			0.780			0.811	
Satd. Flow (perm)	0	3479	0	0	3409	0	0	1385	0	0	1472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						31			29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		577			395			314			488	
Travel Time (s)		13.1			9.0			7.1			11.1	
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.84	0.84	0.84	0.50	0.50	0.50
Heavy Vehicles (%)	0%	2%	7%	9%	3%	0%	3%	0%	1%	0%	0%	0%
Adj. Flow (vph)	1	883	18	10	673	1	81	2	40	24	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	902	0	0	684	0	0	123	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

Lanes, Volumes, Timings  
 40: Magazine Street/Tudor Road & Western Avenue

07/26/2024

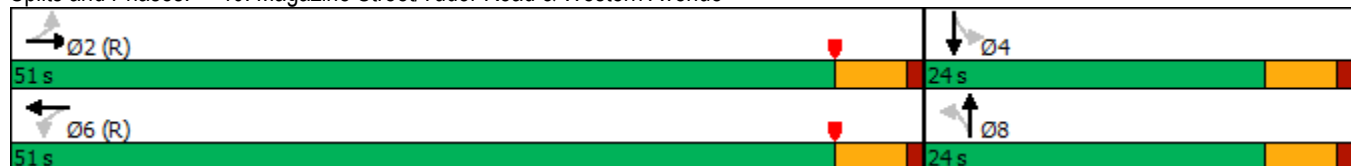


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.0	25.0		31.0	31.0		31.0	31.0		31.0	31.0	
Total Split (s)	51.0	51.0		51.0	51.0		24.0	24.0		24.0	24.0	
Total Split (%)	68.0%	68.0%		68.0%	68.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	46.0	46.0		46.0	46.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
<b>Lead/Lag</b>												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		19.0	19.0		19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5		0	0		5	5	
Act Effct Green (s)		55.6			55.6			13.0			13.0	
Actuated g/C Ratio		0.74			0.74			0.17			0.17	
v/c Ratio		0.35			0.27			0.46			0.13	
Control Delay		6.0			5.6			24.8			10.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.0			5.6			24.8			10.9	
LOS		A			A			C			B	
Approach Delay		6.0			5.6			24.8			10.9	
Approach LOS		A			A			C			B	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 41 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 7.3  
 Intersection LOS: A  
 Intersection Capacity Utilization 38.4%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 40: Magazine Street/Tudor Road & Western Avenue



Lanes, Volumes, Timings

41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	↕
Traffic Volume (vph)	258	638	12	3	557	45	22	108	46	32	10	112
Future Volume (vph)	258	638	12	3	557	45	22	108	46	32	10	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	16	12	11	12	12	12	16
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.998			0.989			0.965				0.850
Fl <sub>t</sub> Protected		0.986						0.994		0.950		
Satd. Flow (prot)	0	3593	0	0	3585	0	0	1729	0	1770	1900	1760
Fl <sub>t</sub> Permitted		0.646			0.952			0.963		0.517		
Satd. Flow (perm)	0	2354	0	0	3413	0	0	1675	0	963	1900	1760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			18			30				117
Link Speed (mph)		30			30			25				25
Link Distance (ft)		312			732			334				1048
Travel Time (s)		7.1			16.6			9.1				28.6
Peak Hour Factor	0.88	0.88	0.88	0.93	0.93	0.93	0.80	0.80	0.80	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	5%	13%	3%	1%	0%	1%	5%	2%	0%	4%
Adj. Flow (vph)	293	725	14	3	599	48	28	135	58	33	10	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1032	0	0	650	0	0	221	0	33	10	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	0.85	1.00	1.04	1.00	1.00	1.00	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm

# Lanes, Volumes, Timings

## 41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024

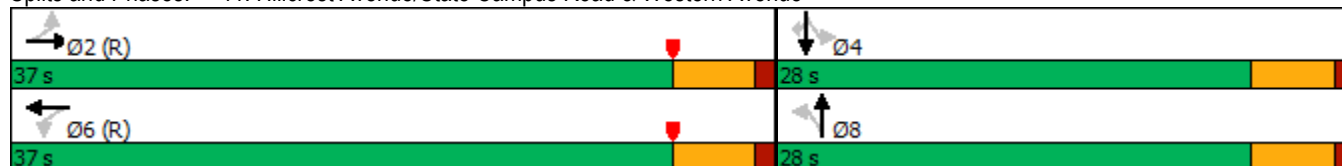


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	37.0	37.0		37.0	37.0		23.0	23.0		23.0	23.0	23.0
Total Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	56.9%	56.9%		56.9%	56.9%		43.1%	43.1%		43.1%	43.1%	43.1%
Maximum Green (s)	32.0	32.0		32.0	32.0		23.0	23.0		23.0	23.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		17.0	17.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)	5	5		5	5					5	5	5
Act Effct Green (s)		41.1			41.1			13.9		13.9	13.9	13.9
Actuated g/C Ratio		0.63			0.63			0.21		0.21	0.21	0.21
v/c Ratio		0.69			0.30			0.58		0.16	0.02	0.25
Control Delay		13.4			4.5			24.8		19.9	16.7	5.2
Queue Delay		0.0			0.0			0.0		0.0	0.0	0.0
Total Delay		13.4			4.5			24.8		19.9	16.7	5.2
LOS		B			A			C		B	B	A
Approach Delay		13.4			4.5			24.8			9.0	
Approach LOS		B			A			C			A	

### Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	20 (31%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	11.5
Intersection LOS:	B
Intersection Capacity Utilization:	71.3%
ICU Level of Service:	C
Analysis Period (min):	15

### Splits and Phases: 41: Hillcrest Avenue/State Campus Road & Western Avenue



Lanes, Volumes, Timings  
42: Western Avenue & Campus Access Road

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations		↕↕	↕↔		↔	↔	
Traffic Volume (vph)	39	704	589	73	27	6	
Future Volume (vph)	39	704	589	73	27	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	11	
Storage Length (ft)	0			0	0	110	
Storage Lanes	0			0	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Frt			0.983			0.850	
Flt Protected		0.997			0.950		
Satd. Flow (prot)	0	3496	3449	0	1711	1561	
Flt Permitted		0.881			0.950		
Satd. Flow (perm)	0	3089	3449	0	1711	1561	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			38			8	
Link Speed (mph)		30	30		30		
Link Distance (ft)		732	209		810		
Travel Time (s)		16.6	4.8		18.4		
Peak Hour Factor	0.86	0.86	0.94	0.94	0.73	0.73	
Heavy Vehicles (%)	2%	3%	3%	2%	2%	0%	
Adj. Flow (vph)	45	819	627	78	37	8	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	864	705	0	37	8	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		11		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	Perm	NA	NA		Prot	Perm	

Lanes, Volumes, Timings  
42: Western Avenue & Campus Access Road

07/26/2024

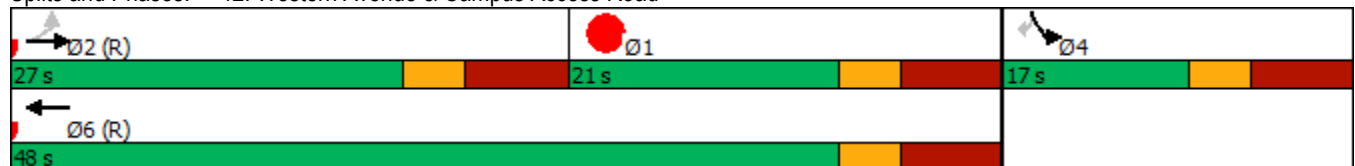


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Protected Phases		2	6		4		1
Permitted Phases	2					4	
Detector Phase	2	2	6		4	4	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0		4.0	4.0	5.0
Minimum Split (s)	26.0	26.0	26.0		26.0	26.0	13.0
Total Split (s)	27.0	27.0	48.0		17.0	17.0	21.0
Total Split (%)	41.5%	41.5%	73.8%		26.2%	26.2%	32%
Maximum Green (s)	19.0	19.0	40.0		9.0	9.0	13.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0	8.0		8.0	8.0	
Lead/Lag	Lead	Lead					Lag
Lead-Lag Optimize?	Yes	Yes					Yes
Vehicle Extension (s)	2.5	2.5	2.5		2.5	2.5	2.5
Recall Mode	C-Min	C-Min	C-Min		None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5		5	5	
Act Effct Green (s)		49.1	49.1		8.4	8.4	
Actuated g/C Ratio		0.76	0.76		0.13	0.13	
v/c Ratio		0.37	0.27		0.17	0.04	
Control Delay		7.6	5.5		24.4	12.5	
Queue Delay		0.0	0.2		0.0	0.0	
Total Delay		7.6	5.7		24.4	12.5	
LOS		A	A		C	B	
Approach Delay		7.6	5.7		22.3		
Approach LOS		A	A		C		

Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 61 (94%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.37  
 Intersection Signal Delay: 7.2  
 Intersection LOS: A  
 Intersection Capacity Utilization 62.5%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 42: Western Avenue & Campus Access Road



Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	80	765	541	89	67	112
Future Volume (vph)	80	765	541	89	67	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	10	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.979			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	3610	3385	0	1504	1794
Flt Permitted		0.809			0.950	
Satd. Flow (perm)	0	2935	3385	0	1504	1794
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		776	1554		1042	
Travel Time (s)		17.6	35.3		23.7	
Peak Hour Factor	0.86	0.86	0.87	0.87	0.68	0.68
Heavy Vehicles (%)	1%	3%	4%	7%	12%	2%
Adj. Flow (vph)	93	890	622	102	99	165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	983	724	0	99	165
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	1.09	0.85
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		8	
Permitted Phases	2					8
Detector Phase	2	2	6		8	8



Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/26/2024

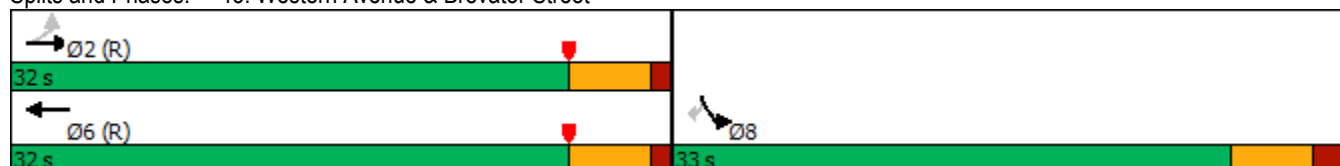


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
<b>Switch Phase</b>						
Minimum Initial (s)	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	23.0	23.0	32.0		31.0	31.0
Total Split (s)	32.0	32.0	32.0		33.0	33.0
Total Split (%)	49.2%	49.2%	49.2%		50.8%	50.8%
Maximum Green (s)	27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		6.0	6.0
<b>Lead/Lag</b>						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			20.0		18.0	18.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		40.6	40.6		13.4	13.4
Actuated g/C Ratio		0.62	0.62		0.21	0.21
v/c Ratio		0.54	0.34		0.32	0.45
Control Delay		9.8	3.3		22.5	24.8
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		9.8	3.3		22.5	24.8
LOS		A	A		C	C
Approach Delay		9.8	3.3		24.0	
Approach LOS		A	A		C	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 49 (75%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 9.3  
 Intersection Capacity Utilization 61.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 43: Western Avenue & Brevator Street



Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	4	855	3	2	603	25	3	2	0	23	2	4
Future Volume (vph)	4	855	3	2	603	25	3	2	0	23	2	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	13	13	12	12	12	16	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.994							0.982
Flt Protected								0.970			0.962	
Satd. Flow (prot)	0	3613	0	0	3563	0	0	1843	0	0	1754	0
Flt Permitted		0.952			0.953						0.767	
Satd. Flow (perm)	0	3439	0	0	3396	0	0	1900	0	0	1398	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		1			7							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1554			291			499			1509	
Travel Time (s)		35.3			6.6			11.3			34.3	
Peak Hour Factor	0.88	0.88	0.88	0.93	0.93	0.93	0.63	0.63	0.63	0.78	0.78	0.78
Heavy Vehicles (%)	13%	3%	71%	0%	4%	6%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	5	972	3	2	648	27	5	3	0	29	3	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	980	0	0	677	0	0	8	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			-75			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	1.00	0.96	0.96	1.00	1.00	1.00	0.85	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			3			4	
Permitted Phases	2			6			3			4		
Detector Phase	2	2		6	6		3	3		4	4	

Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/26/2024

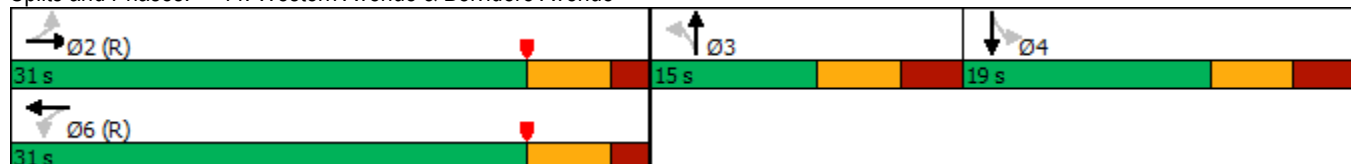


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.0	24.0		31.0	31.0		25.0	25.0		33.0	33.0	
Total Split (s)	31.0	31.0		31.0	31.0		15.0	15.0		19.0	19.0	
Total Split (%)	47.7%	47.7%		47.7%	47.7%		23.1%	23.1%		29.2%	29.2%	
Maximum Green (s)	25.0	25.0		25.0	25.0		8.0	8.0		12.0	12.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			7.0			7.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		18.0	18.0					19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5					5	5	
Act Effct Green (s)		48.6			48.6			8.0			8.8	
Actuated g/C Ratio		0.75			0.75			0.12			0.14	
v/c Ratio		0.38			0.27			0.03			0.19	
Control Delay		3.7			6.7			25.6			26.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.7			6.7			25.6			26.8	
LOS		A			A			C			C	
Approach Delay		3.7			6.7			25.6			26.8	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	16 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.38
Intersection Signal Delay:	5.5
Intersection LOS:	A
Intersection Capacity Utilization:	44.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 44: Western Avenue & Belvidere Avenue



Build AM Peak Synchro Reports

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	657	172	103	464	24	150	36	67	42	14	7
Future Volume (vph)	11	657	172	103	464	24	150	36	67	42	14	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	13	12	12	12	12	11	11	12
Storage Length (ft)	160		0	175		0	260		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	0.98	0.99		1.00	1.00			0.99		0.99		
Frt		0.969			0.993			0.903			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3302	0	1662	3473	0	1770	1691	0	3385	1667	0
Flt Permitted	0.457			0.185			0.950			0.950		
Satd. Flow (perm)	826	3302	0	323	3473	0	1770	1691	0	3334	1667	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		352			573			439			309	
Travel Time (s)		8.0			13.0			10.0			7.0	
Confl. Peds. (#/hr)	17		6	6		17			7	7		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.65	0.65	0.65
Heavy Vehicles (%)	0%	6%	2%	5%	6%	13%	2%	0%	0%	0%	7%	0%
Adj. Flow (vph)	12	706	185	111	499	26	161	39	72	65	22	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	891	0	111	525	0	161	111	0	65	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.04	0.96	1.00	1.00	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024

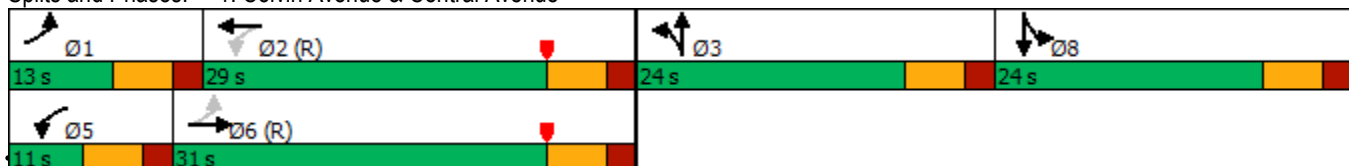


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		3	3		8	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		3	3		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	13.0	24.0		11.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	31.0		11.0	29.0		24.0	24.0		24.0	24.0	
Total Split (%)	14.4%	34.4%		12.2%	32.2%		26.7%	26.7%		26.7%	26.7%	
Maximum Green (s)	7.0	25.0		5.0	23.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	44.7	38.9		53.4	51.1		13.3	13.3		7.4	7.4	
Actuated g/C Ratio	0.50	0.43		0.59	0.57		0.15	0.15		0.08	0.08	
v/c Ratio	0.03	0.62		0.35	0.27		0.62	0.45		0.23	0.24	
Control Delay	11.4	25.4		13.2	13.0		45.7	39.7		40.1	42.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.4	25.4		13.2	13.0		45.7	39.7		40.1	42.4	
LOS	B	C		B	B		D	D		D	D	
Approach Delay		25.2			13.1			43.2			40.8	
Approach LOS		C			B			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 23 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 24.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 59.5%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: Colvin Avenue & Central Avenue



Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	615	172	0	564	221	0	0	0	52	0	56
Future Volume (vph)	183	615	172	0	564	221	0	0	0	52	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11	11	11	16	16	16	12	12	12
Storage Length (ft)	190		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98									
Frt			0.850		0.958							0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1668	3355	1531	0	3296	0	0	0	0	1770	0	1615
Flt Permitted	0.278									0.950		
Satd. Flow (perm)	488	3355	1498	0	3296	0	0	0	0	1770	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		63							82
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		581			960			697			119	
Travel Time (s)		13.2			21.8			15.8			2.7	
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.68	0.68	0.68
Heavy Vehicles (%)	1%	4%	2%	2%	2%	0%	2%	2%	2%	2%	2%	0%
Adj. Flow (vph)	199	668	187	0	634	248	0	0	0	76	0	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	668	187	0	882	0	0	0	0	76	0	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2					1		1
Detector Template	Left	Thru	Right		Thru					Left		Right
Leading Detector (ft)	20	100	20		100					20		20
Trailing Detector (ft)	0	0	0		0					0		0
Detector 1 Position(ft)	0	0	0		0					0		0
Detector 1 Size(ft)	20	6	20		6					20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

# Lanes, Volumes, Timings

## 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	



Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/26/2024

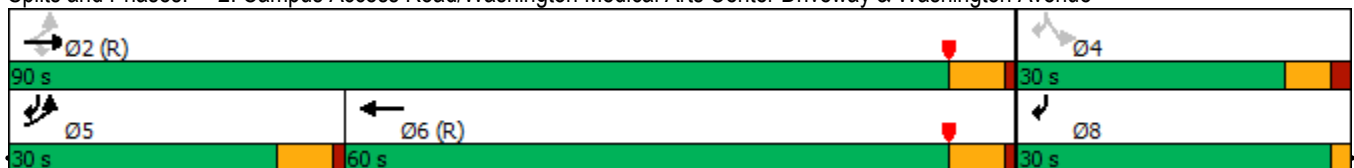


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm		NA					Perm		pt+ov
Protected Phases	5	2			6							5 8
Permitted Phases	2		2							4		4 8
Detector Phase	5	2	2		6					4		5 8
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0		10.0					8.0		
Minimum Split (s)	14.0	24.0	24.0		25.0					24.0		
Total Split (s)	30.0	90.0	90.0		60.0					30.0		
Total Split (%)	25.0%	75.0%	75.0%		50.0%					25.0%		
Maximum Green (s)	24.0	84.0	84.0		54.0					24.0		
Yellow Time (s)	5.0	5.0	5.0		5.0					4.0		
All-Red Time (s)	1.0	1.0	1.0		1.0					2.0		
Lost Time Adjust (s)	0.0	0.0	0.0		0.0					0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0					6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.5	2.5	2.5		2.2					2.5		
Recall Mode	None	C-Max	C-Max		C-Max					None		
Walk Time (s)					7.0							
Flash Dont Walk (s)					12.0							
Pedestrian Calls (#/hr)					5							
Act Effct Green (s)	100.4	101.6	101.6		85.7					10.4		22.3
Actuated g/C Ratio	0.84	0.85	0.85		0.71					0.09		0.19
v/c Ratio	0.40	0.24	0.14		0.37					0.50		0.22
Control Delay	4.9	2.7	0.6		7.5					62.8		9.2
Queue Delay	0.0	0.0	0.0		0.0					0.0		0.0
Total Delay	4.9	2.7	0.6		7.5					62.8		9.2
LOS	A	A	A		A					E		A
Approach Delay		2.8			7.5						35.0	
Approach LOS		A			A						C	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 112 (93%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay: 7.2  
 Intersection Capacity Utilization 49.5%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue



## Lanes, Volumes, Timings

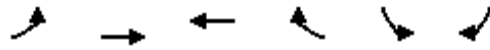
### 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

Lane Group	Ø8
Detector 2 Extend (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	22.5
Total Split (s)	30.0
Total Split (%)	25%
Maximum Green (s)	28.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

# HCM Unsignalized Intersection Capacity Analysis

## 4: Washington Avenue & Campus Access Rd WB Ramp

07/26/2024

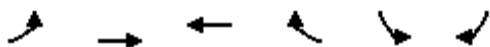


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	624	411	0	0	382
Future Volume (Veh/h)	0	624	411	0	0	382
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.87	0.87
Hourly flow rate (vph)	0	664	428	0	0	439
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)	960					
pX, platoon unblocked						
vC, conflicting volume	428			760	214	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	428			760	214	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	45	
cM capacity (veh/h)	1128			342	794	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>SB 1</b>	
Volume Total	332	332	214	214	439	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	439	
cSH	1700	1700	1700	1700	794	
Volume to Capacity	0.20	0.20	0.13	0.13	0.55	
Queue Length 95th (ft)	0	0	0	0	86	
Control Delay (s)	0.0	0.0	0.0	0.0	15.0	
Lane LOS					B	
Approach Delay (s)	0.0	0.0		15.0		
Approach LOS					B	
<b>Intersection Summary</b>						
Average Delay			4.3			
Intersection Capacity Utilization			41.7%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Campus Access Road & Patroon Creek Blvd. W.

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			TTT			T
Traffic Volume (veh/h)	0	0	475	90	0	21
Future Volume (Veh/h)	0	0	475	90	0	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.63	0.63
Hourly flow rate (vph)	0	0	572	108	0	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	680				626	197
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	680				626	197
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	96
cM capacity (veh/h)	908				416	817
Direction, Lane #	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	163	163	163	190	33	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	108	33	
cSH	1700	1700	1700	1700	817	
Volume to Capacity	0.10	0.10	0.10	0.11	0.04	
Queue Length 95th (ft)	0	0	0	0	3	
Control Delay (s)	0.0	0.0	0.0	0.0	9.6	
Lane LOS					A	
Approach Delay (s)	0.0				9.6	
Approach LOS					A	
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			18.4%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Campus Access Road & Washington Avenue Eastbound Ramp

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	368	0	0	179	0
Future Volume (Veh/h)	0	368	0	0	179	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.92	0.92	0.89	0.89
Hourly flow rate (vph)	0	433	0	0	201	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				144	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				144	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				76	100
cM capacity (veh/h)	1622				834	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	144	144	144	201		
Volume Left	0	0	0	201		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	834		
Volume to Capacity	0.08	0.08	0.08	0.24		
Queue Length 95th (ft)	0	0	0	24		
Control Delay (s)	0.0	0.0	0.0	10.7		
Lane LOS				B		
Approach Delay (s)	0.0			10.7		
Approach LOS				B		
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			23.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 6th TWSC

7: Campus Access Rd WB Ramp/Patroon Creek Boulevard E. & Campus Access Road 07/26/2024

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↑↑↑	↗						↖
Traffic Vol, veh/h	0	0	0	383	535	346	0	0	0	0	0	28
Future Vol, veh/h	0	0	0	383	535	346	0	0	0	0	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	92	92	92	61	61	61
Heavy Vehicles, %	2	2	2	1	2	1	2	2	2	2	2	0
Mvmt Flow	0	0	0	430	601	389	0	0	0	0	0	46

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	-	301
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.32	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.11	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	0	0	597
Stage 1	-	-	0	0	0	-
Stage 2	-	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	0	597
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

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

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	597
HCM Lane V/C Ratio	-	-	0.077
HCM Control Delay (s)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

# HCM Unsignalized Intersection Capacity Analysis

## 8: U-Turn near Lot N & Campus Access Road/Campus Access Road Westbound

07/26/2024

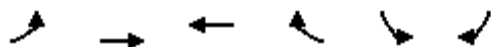


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑↑	↘	
Traffic Volume (veh/h)	0	0	0	1142	123	0
Future Volume (Veh/h)	0	0	0	1142	123	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.88	0.88	0.96	0.96
Hourly flow rate (vph)	0	0	0	1298	128	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		324	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		324	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		80	100
cM capacity (veh/h)			1622		644	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>WB 4</b>	<b>NB 1</b>	
Volume Total	324	324	324	324	128	
Volume Left	0	0	0	0	128	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	644	
Volume to Capacity	0.19	0.19	0.19	0.19	0.20	
Queue Length 95th (ft)	0	0	0	0	18	
Control Delay (s)	0.0	0.0	0.0	0.0	12.0	
Lane LOS						B
Approach Delay (s)	0.0				12.0	
Approach LOS						B
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			34.4%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 9: Campus Access Road Eastbound/Campus Access Road & U-Turn near Lot N

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	315	0	0	473	0
Future Volume (Veh/h)	0	315	0	0	473	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.83	0.92
Hourly flow rate (vph)	0	350	0	0	570	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				117	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				117	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				34	100
cM capacity (veh/h)	1622				870	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	117	117	117	570		
Volume Left	0	0	0	570		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	870		
Volume to Capacity	0.07	0.07	0.07	0.66		
Queue Length 95th (ft)	0	0	0	126		
Control Delay (s)	0.0	0.0	0.0	16.6		
Lane LOS				C		
Approach Delay (s)	0.0			16.6		
Approach LOS				C		
Intersection Summary						
Average Delay			10.3			
Intersection Capacity Utilization			44.5%	ICU Level of Service	A	
Analysis Period (min)			15			



# HCM Unsignalized Intersection Capacity Analysis

## 10: Washington Avenue Ramp & Route 85 Off-Ramp/Washington Ave Ramp/Route 85 Southbound Off-Ramp

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↘	
Traffic Volume (veh/h)	0	0	0	750	276	0
Future Volume (Veh/h)	0	0	0	750	276	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	815	300	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	815	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	815	0	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	14	100	
cM capacity (veh/h)			1623	347	1085	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>				
Volume Total	815	300				
Volume Left	0	300				
Volume Right	0	0				
cSH	1700	347				
Volume to Capacity	0.48	0.86				
Queue Length 95th (ft)	0	202				
Control Delay (s)	0.0	55.4				
Lane LOS			F			
Approach Delay (s)	0.0	55.4				
Approach LOS			F			
<b>Intersection Summary</b>						
Average Delay			14.9			
Intersection Capacity Utilization			72.7%	ICU Level of Service	C	
Analysis Period (min)			15			

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↕↕						↔↔	
Traffic Vol, veh/h	9	548	10	0	634	8	0	0	0	0	0	13
Future Vol, veh/h	9	548	10	0	634	8	0	0	0	0	0	13
Conflicting Peds, #/hr	5	0	2	2	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	108540	1856	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	86	86	86	92	92	92	81	81	81
Heavy Vehicles, %	7	3	0	0	3	0	2	2	2	0	0	0
Mvmt Flow	9	577	11	0	737	9	0	0	0	0	0	16

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	751	0	0	-	-	0		1054	1355	378
Stage 1	-	-	-	-	-	-		747	747	-
Stage 2	-	-	-	-	-	-		307	608	-
Critical Hdwy	4.24	-	-	-	-	-		6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-		5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.8	5.5	-
Follow-up Hdwy	2.27	-	-	-	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	822	-	-	0	-	-		225	151	625
Stage 1	-	-	-	0	-	-		434	423	-
Stage 2	-	-	-	0	-	-		725	489	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	818	-	-	-	-	-		219	0	622
Mov Cap-2 Maneuver	-	-	-	-	-	-		219	0	-
Stage 1	-	-	-	-	-	-		425	0	-
Stage 2	-	-	-	-	-	-		721	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	818	-	-	-	-	622
HCM Lane V/C Ratio	0.012	-	-	-	-	0.026
HCM Control Delay (s)	9.5	0.1	-	-	-	10.9
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	104	520	577	115	147	88
Future Volume (vph)	104	520	577	115	147	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	11	12
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	0.99
Flt			0.975			0.850
Flt Protected		0.992			0.950	
Satd. Flow (prot)	0	3610	3441	0	1678	1599
Flt Permitted		0.708			0.950	
Satd. Flow (perm)	0	2576	3441	0	1673	1578
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		743	2354		350	
Travel Time (s)		16.9	53.5		8.0	
Confl. Peds. (#/hr)	4			4	3	1
Peak Hour Factor	0.95	0.95	0.83	0.83	0.90	0.90
Heavy Vehicles (%)	0%	3%	2%	1%	4%	1%
Adj. Flow (vph)	109	547	695	139	163	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	656	834	0	163	98
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	1.00	1.04	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024

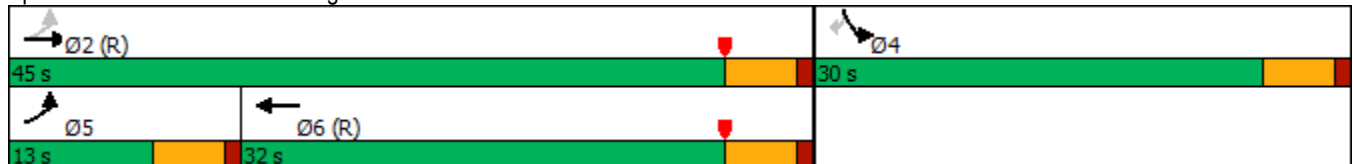


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	13.0	23.0	25.0		29.0	29.0
Total Split (s)	13.0	45.0	32.0		30.0	30.0
Total Split (%)	17.3%	60.0%	42.7%		40.0%	40.0%
Maximum Green (s)	8.0	40.0	27.0		25.0	25.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	5.0	5.0		5.0	5.0
Recall Mode	None	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			13.0		17.0	17.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		49.6	49.6		15.4	15.4
Actuated g/C Ratio		0.66	0.66		0.21	0.21
v/c Ratio		0.38	0.37		0.48	0.30
Control Delay		7.5	7.1		29.6	26.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		7.5	7.1		29.6	26.0
LOS		A	A		C	C
Approach Delay		7.5	7.1		28.3	
Approach LOS		A	A		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 35 (47%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay: 10.4  
 Intersection Capacity Utilization 58.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 14: Washington Avenue & Colvin Avenue



Lanes, Volumes, Timings  
 15: Manning Boulevard & Washington Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	440	172	25	455	5	173	68	36	19	82	67
Future Volume (vph)	47	440	172	25	455	5	173	68	36	19	82	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	11	10	12	11	11	12
Storage Length (ft)	200		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	1.00		1.00					0.98
Frt		0.958			0.998			0.948				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	3336	0	1620	3491	0	1745	1647	0	1646	1685	1538
Flt Permitted	0.321			0.292			0.494			0.673		
Satd. Flow (perm)	547	3336	0	497	3491	0	904	1647	0	1166	1685	1509
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		92										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2354			640			535				154
Travel Time (s)		53.5			14.5			12.2				3.5
Confl. Peds. (#/hr)	2		4	4		2	5					5
Confl. Bikes (#/hr)			1									2
Peak Hour Factor	0.91	0.91	0.91	0.86	0.86	0.86	0.79	0.79	0.79	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	0%	4%	3%	20%	0%	0%	6%	6%	9%	5%
Adj. Flow (vph)	52	484	189	29	529	6	219	86	46	20	88	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	673	0	29	535	0	219	132	0	20	88	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	1.00	1.00	1.04	1.09	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

Lanes, Volumes, Timings  
 15: Manning Boulevard & Washington Avenue

07/26/2024

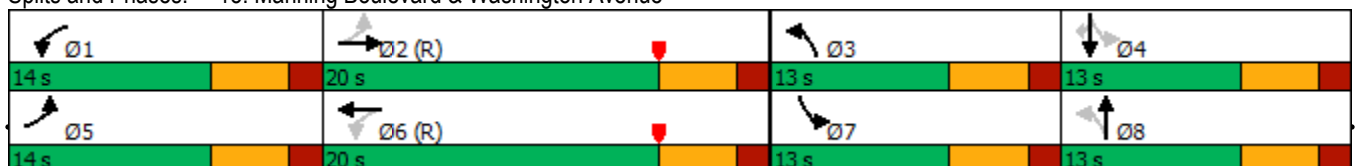


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	8.0	10.0		8.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	29.0
Total Split (s)	14.0	20.0		14.0	20.0		13.0	13.0		13.0	13.0	13.0
Total Split (%)	23.3%	33.3%		23.3%	33.3%		21.7%	21.7%		21.7%	21.7%	21.7%
Maximum Green (s)	9.0	15.0		9.0	15.0		8.0	8.0		8.0	8.0	8.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		13.0			13.0			17.0			17.0	17.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	27.0	23.8		26.0	21.2		20.0	18.4		16.0	8.0	8.0
Actuated g/C Ratio	0.45	0.40		0.43	0.35		0.33	0.31		0.27	0.13	0.13
v/c Ratio	0.13	0.49		0.08	0.43		0.53	0.26		0.05	0.39	0.36
Control Delay	9.4	14.7		9.0	18.0		20.8	21.0		13.5	29.6	29.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	9.4	14.7		9.0	18.0		20.8	21.0		13.5	29.6	29.3
LOS	A	B		A	B		C	C		B	C	C
Approach Delay		14.3			17.5			20.9			27.7	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 54 (90%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 17.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 53.2%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 15: Manning Boulevard & Washington Avenue



# HCM Unsignalized Intersection Capacity Analysis

## 16: Campus Access Road/Campus Access Road Southbound & U-Turn near Lot Y

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	26	0	0	0	0	1499
Future Volume (Veh/h)	26	0	0	0	0	1499
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.92	0.92	0.92	0.76	0.76
Hourly flow rate (vph)	33	0	0	0	0	1972
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)	1070					
pX, platoon unblocked						
vC, conflicting volume	657	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	657	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	100			100	
cM capacity (veh/h)	402	1084			1622	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	33	657	657	657		
Volume Left	33	0	0	0		
Volume Right	0	0	0	0		
cSH	402	1700	1700	1700		
Volume to Capacity	0.08	0.39	0.39	0.39		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	14.8	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	14.8	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			50.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 18: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷↷↷		
Traffic Volume (veh/h)	22	0	0	457	0	0
Future Volume (Veh/h)	22	0	0	457	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.76	0.76	0.92	0.92
Hourly flow rate (vph)	25	0	0	601	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	200	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	0	0			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	761	1084	1622			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>NB 3</b>		
Volume Total	25	200	200	200		
Volume Left	25	0	0	0		
Volume Right	0	0	0	0		
cSH	761	1700	1700	1700		
Volume to Capacity	0.03	0.12	0.12	0.12		
Queue Length 95th (ft)	3	0	0	0		
Control Delay (s)	9.9	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.9	0.0				
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			86.3%		ICU Level of Service	E
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
 19: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	341	0	0	0	0	137
Future Volume (Veh/h)	341	0	0	0	0	137
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	383	0	0	0	0	178
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	59	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	59	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	59	100			100	
cM capacity (veh/h)	943	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	383	59	59	59		
Volume Left	383	0	0	0		
Volume Right	0	0	0	0		
cSH	943	1700	1700	1700		
Volume to Capacity	0.41	0.03	0.03	0.03		
Queue Length 95th (ft)	50	0	0	0		
Control Delay (s)	11.4	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	11.4	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			7.8			
Intersection Capacity Utilization			25.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 20: Campus Access Road & Route 85 Southbound Off-Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	686	0	0	0	0	478
Future Volume (Veh/h)	686	0	0	0	0	478
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.83	0.83
Hourly flow rate (vph)	817	0	0	0	0	576
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	192	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	192	0			0	
tC, single (s)	*4.3	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	9	100			100	
cM capacity (veh/h)	896	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	817	192	192	192		
Volume Left	817	0	0	0		
Volume Right	0	0	0	0		
cSH	896	1700	1700	1700		
Volume to Capacity	0.91	0.11	0.11	0.11		
Queue Length 95th (ft)	331	0	0	0		
Control Delay (s)	34.3	0.0	0.0	0.0		
Lane LOS	D					
Approach Delay (s)	34.3	0.0				
Approach LOS	D					
Intersection Summary						
Average Delay			20.1			
Intersection Capacity Utilization			53.9%		ICU Level of Service	A
Analysis Period (min)			15			

\* User Entered Value

# HCM Unsignalized Intersection Capacity Analysis

## 21: Campus Access Road & Brevator Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗			
Traffic Volume (veh/h)	0	264	532	0	0	0
Future Volume (Veh/h)	0	264	532	0	0	0
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.68	0.68	0.83	0.83	0.92	0.92
Hourly flow rate (vph)	0	388	641	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	641	214			641	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	641	214			641	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	51			100	
cM capacity (veh/h)	407	794			939	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3		
Volume Total	388	214	214	214		
Volume Left	0	0	0	0		
Volume Right	388	0	0	0		
cSH	794	1700	1700	1700		
Volume to Capacity	0.49	0.13	0.13	0.13		
Queue Length 95th (ft)	68	0	0	0		
Control Delay (s)	13.8	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	13.8	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			33.3%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	7.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑↑		↑↑
Traffic Vol, veh/h	84	42	150	118	155	113
Future Vol, veh/h	84	42	150	118	155	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	66	66	72	72
Heavy Vehicles, %	2	3	0	2	4	2
Mvmt Flow	120	60	227	179	215	157

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	838	186	372	0	-	0
Stage 1	294	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Critical Hdwy	6.84	6.96	4.1	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.33	2.2	-	-	-
Pot Cap-1 Maneuver	305	821	1198	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	241	821	1198	-	-	-
Mov Cap-2 Maneuver	241	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.6	5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1198	-	315	-	-
HCM Lane V/C Ratio	0.19	-	0.571	-	-
HCM Control Delay (s)	8.7	0.3	30.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.7	-	3.3	-	-

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖						↕	↘
Traffic Volume (vph)	0	4	6	0	13	0	0	0	0	0	798	0
Future Volume (vph)	0	4	6	0	13	0	0	0	0	0	798	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor	0.916											
Flt Protected												
Satd. Flow (prot)	0	919	0	0	990	0	0	0	0	0	3421	0
Flt Permitted												
Satd. Flow (perm)	0	919	0	0	990	0	0	0	0	0	3421	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)	30				30			30			40	
Link Distance (ft)	320				130			344			350	
Travel Time (s)	7.3				3.0			7.8			6.0	
Confl. Peds. (#/hr)	21						21					
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.63	0.63	0.63	0.81	0.81	0.81	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	2%	100%	83%	100%	92%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	6	10	0	16	0	0	0	0	0	961	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	16	0	0	0	0	0	961	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0		0		0		0	
Link Offset(ft)	0				0		0		0		0	
Crosswalk Width(ft)	16				16		16		16		16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Number of Detectors	2		1		2						2	
Detector Template	Thru		Left		Thru						Thru	
Leading Detector (ft)	100		20		100						100	
Trailing Detector (ft)	0		0		0						0	
Detector 1 Position(ft)	0		0		0						0	
Detector 1 Size(ft)	6		20		6						6	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex						CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0		0.0						0.0	
Detector 1 Queue (s)	0.0		0.0		0.0						0.0	
Detector 1 Delay (s)	0.0		0.0		0.0						0.0	
Detector 2 Position(ft)	94				94						94	
Detector 2 Size(ft)	6				6						6	
Detector 2 Type	CI+Ex				CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0				0.0						0.0	
Turn Type	NA				NA						NA	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/26/2024

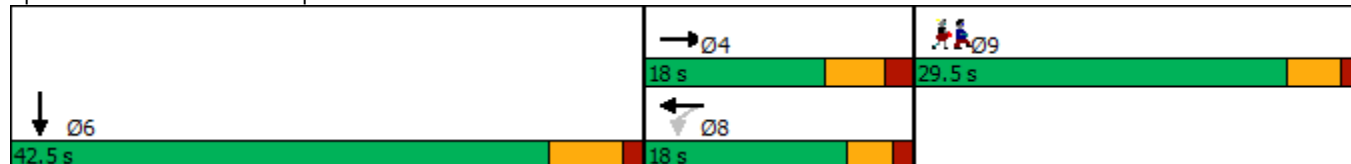


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8						6	
Permitted Phases				8								
Detector Phase		4		8	8						6	
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0						12.0	
Minimum Split (s)		24.0		23.0	23.0						24.5	
Total Split (s)		18.0		18.0	18.0						42.5	
Total Split (%)		20.0%		20.0%	20.0%						47.2%	
Maximum Green (s)		12.0		13.5	13.5						36.0	
Yellow Time (s)		4.0		3.0	3.0						5.0	
All-Red Time (s)		2.0		1.5	1.5						1.5	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			4.5						6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Recall Mode		None		None	None						Min	
Walk Time (s)											7.0	
Flash Dont Walk (s)											8.0	
Pedestrian Calls (#/hr)											5	
Act Effct Green (s)		13.6			13.8						38.9	
Actuated g/C Ratio		0.31			0.31						0.89	
v/c Ratio		0.06			0.05						0.32	
Control Delay		20.1			19.3						5.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		20.1			19.3						5.7	
LOS		C			B						A	
Approach Delay		20.1			19.3						5.7	
Approach LOS		C			B						A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	43.9
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.32
Intersection Signal Delay:	6.1
Intersection LOS:	A
Intersection Capacity Utilization:	42.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 24: Campus Access Road & Justice Drive



Lanes, Volumes, Timings  
24: Campus Access Road & Justice Drive

07/26/2024

Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	29.5
Total Split (%)	33%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	10
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



HCM Unsignalized Intersection Capacity Analysis  
 26: Soc Ring Road/Campus Access Road & Transit Stop Merge

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑
Traffic Volume (veh/h)	4	0	0	0	0	804
Future Volume (Veh/h)	4	0	0	0	0	804
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	1.00	1.00	0.92	0.92	0.84	0.84
Hourly flow rate (vph)	4	0	0	0	0	957
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						344
pX, platoon unblocked	0.85					
vC, conflicting volume	478	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44	0			0	
tC, single (s)	8.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	4.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	630	1084			1622	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>			
Volume Total	4	478	478			
Volume Left	4	0	0			
Volume Right	0	0	0			
cSH	630	1700	1700			
Volume to Capacity	0.01	0.28	0.28			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	10.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.7	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			32.2%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 27: U-Turn near Lot H & Campus Access Road Northbound/Campus Access Road Westbound

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↖	
Traffic Volume (veh/h)	0	0	0	179	61	0
Future Volume (Veh/h)	0	0	0	179	61	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.93	0.93	0.57	0.92
Hourly flow rate (vph)	0	0	0	192	107	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume				0	96	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				0	96	0
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	88	100
cM capacity (veh/h)				1622	899	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>			
Volume Total	96	96	107			
Volume Left	0	0	107			
Volume Right	0	0	0			
cSH	1700	1700	899			
Volume to Capacity	0.06	0.06	0.12			
Queue Length 95th (ft)	0	0	10			
Control Delay (s)	0.0	0.0	9.5			
Lane LOS			A			
Approach Delay (s)	0.0			9.5		
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay				3.4		
Intersection Capacity Utilization				33.4%	ICU Level of Service	A
Analysis Period (min)				15		

# HCM Unsignalized Intersection Capacity Analysis

## 28: Soc Ring Road & U-Turn near Lot H

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	747	0	0	15	0
Future Volume (Veh/h)	0	747	0	0	15	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.63	0.63
Hourly flow rate (vph)	0	946	0	0	24	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				315	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				315	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	100
cM capacity (veh/h)	1622				653	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	315	315	315	24		
Volume Left	0	0	0	24		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	653		
Volume to Capacity	0.19	0.19	0.19	0.04		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	10.7		
Lane LOS				B		
Approach Delay (s)	0.0			10.7		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			28.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 29: U-Turn near Lot F & Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	286	102	0
Future Volume (Veh/h)	0	0	0	286	102	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.88	0.88	0.69	0.69
Hourly flow rate (vph)	0	0	0	325	148	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	108	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	108	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	83	100	
cM capacity (veh/h)			1622	883	1091	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	108	108	108	148		
Volume Left	0	0	0	148		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	883		
Volume to Capacity	0.06	0.06	0.06	0.17		
Queue Length 95th (ft)	0	0	0	15		
Control Delay (s)	0.0	0.0	0.0	9.9		
Lane LOS				A		
Approach Delay (s)	0.0			9.9		
Approach LOS				A		
<b>Intersection Summary</b>						
Average Delay			3.1			
Intersection Capacity Utilization			41.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 30: Soc Ring Road & U-Turn near Lot F

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	661	0	0	87	0
Future Volume (Veh/h)	0	661	0	0	87	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.75	0.92
Hourly flow rate (vph)	0	837	0	0	116	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				279	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				279	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				83	100
cM capacity (veh/h)	1622				688	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	279	279	279	116		
Volume Left	0	0	0	116		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	688		
Volume to Capacity	0.16	0.16	0.16	0.17		
Queue Length 95th (ft)	0	0	0	15		
Control Delay (s)	0.0	0.0	0.0	11.3		
Lane LOS				B		
Approach Delay (s)	0.0			11.3		
Approach LOS				B		
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			26.7%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 31: U-Turn near Lot F/Harriman Campus Road & Campus Access Road Westbound

07/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑					↑
Traffic Volume (veh/h)	0	0	0	0	410	72	86	0	0	0	0	23
Future Volume (Veh/h)	0	0	0	0	410	72	86	0	0	0	0	23
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.83	0.83	0.83	0.92	0.92	0.92	0.92	0.92	0.69
Hourly flow rate (vph)	0	0	0	0	494	87	93	0	0	0	0	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	494			0			165	494	0	538	538	208
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	494			0			165	494	0	538	538	208
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			88	100	100	100	100	96
cM capacity (veh/h)	1066			1622			752	475	1084	427	449	798
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	198	198	186	93	33							
Volume Left	0	0	0	93	0							
Volume Right	0	0	87	0	33							
cSH	1700	1700	1700	752	798							
Volume to Capacity	0.12	0.12	0.11	0.12	0.04							
Queue Length 95th (ft)	0	0	0	11	3							
Control Delay (s)	0.0	0.0	0.0	10.5	9.7							
Lane LOS				B	A							
Approach Delay (s)	0.0			10.5	9.7							
Approach LOS				B	A							
Intersection Summary												
Average Delay				1.8								
Intersection Capacity Utilization				25.5%	ICU Level of Service					A		
Analysis Period (min)				15								

# HCM Unsignalized Intersection Capacity Analysis

## 32: State Campus Road & Soc Ring Road

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	469	169	0	0	0	418
Future Volume (Veh/h)	469	169	0	0	0	418
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.92	0.92	0.92	0.88
Hourly flow rate (vph)	515	186	0	0	0	475
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			701		608	265
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			701		608	265
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	36
cM capacity (veh/h)			892		427	737
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NB 1</b>		
Volume Total	206	206	289	475		
Volume Left	0	0	0	0		
Volume Right	0	0	186	475		
cSH	1700	1700	1700	737		
Volume to Capacity	0.12	0.12	0.17	0.64		
Queue Length 95th (ft)	0	0	0	119		
Control Delay (s)	0.0	0.0	0.0	18.3		
Lane LOS				C		
Approach Delay (s)	0.0			18.3		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			7.4			
Intersection Capacity Utilization			45.4%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

32 cont.: Soc Ring Road/Campus Access Road Eastbound & U-Turn near Lot D

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	888	0	0	23	0
Future Volume (Veh/h)	0	888	0	0	23	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.92
Hourly flow rate (vph)	0	965	0	0	29	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				322	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				322	0
tC, single (s)	4.1				*3.4	6.9
tC, 2 stage (s)						
tF (s)	2.2				*2.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1622				1186	1084

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	322	322	322	29
Volume Left	0	0	0	29
Volume Right	0	0	0	0
cSH	1700	1700	1700	1186
Volume to Capacity	0.19	0.19	0.19	0.02
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	8.1
Lane LOS				A
Approach Delay (s)	0.0			8.1
Approach LOS				A

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		35.6%	ICU Level of Service A
Analysis Period (min)		15	

\* User Entered Value



HCM Unsignalized Intersection Capacity Analysis  
 33: U-Turn near Lot D & Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	413	415	0
Future Volume (Veh/h)	0	0	0	413	415	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.84	0.87	0.92
Hourly flow rate (vph)	0	0	0	492	477	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0			164	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			164	0	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			42	100	
cM capacity (veh/h)	1622			816	1084	
Direction, Lane #	WB 1	WB 2	WB 3	NB 1		
Volume Total	164	164	164	477		
Volume Left	0	0	0	477		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	816		
Volume to Capacity	0.10	0.10	0.10	0.58		
Queue Length 95th (ft)	0	0	0	97		
Control Delay (s)	0.0	0.0	0.0	15.4		
Lane LOS					C	
Approach Delay (s)	0.0			15.4		
Approach LOS					C	
Intersection Summary						
Average Delay	7.6					
Intersection Capacity Utilization	49.5%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 34: Campus Access Road & Campus Access Road Eastbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	474	46	0	0	0	148
Future Volume (Veh/h)	474	46	0	0	0	148
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.92	0.92	0.92	0.44
Hourly flow rate (vph)	600	58	0	0	0	336
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			600		629	229
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			600		629	229
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	57
cM capacity (veh/h)			973		414	774
Direction, Lane #	EB 1	EB 2	EB 3	NB 1		
Volume Total	240	240	178	336		
Volume Left	0	0	0	0		
Volume Right	0	0	58	336		
cSH	1700	1700	1700	774		
Volume to Capacity	0.14	0.14	0.10	0.43		
Queue Length 95th (ft)	0	0	0	55		
Control Delay (s)	0.0	0.0	0.0	13.2		
Lane LOS				B		
Approach Delay (s)	0.0			13.2		
Approach LOS				B		
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			26.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 34 cont.: Campus Access Road Eastbound & U-Turn near Lot C

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	622	0	0	14	0
Future Volume (Veh/h)	0	622	0	0	14	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.44	0.92
Hourly flow rate (vph)	0	676	0	0	32	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				225	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				225	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	100
cM capacity (veh/h)	1622				743	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	225	225	225	32		
Volume Left	0	0	0	32		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	743		
Volume to Capacity	0.13	0.13	0.13	0.04		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	10.1		
Lane LOS				B		
Approach Delay (s)	0.0			10.1		
Approach LOS				B		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			44.8%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 35: U-Turn near Lot C & Campus Access Road Westbound

07/26/2024

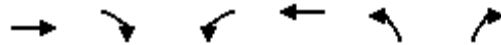


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	1083	269	0
Future Volume (Veh/h)	0	0	0	1083	269	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1177	292	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		392	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		392	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		50	100
cM capacity (veh/h)			1622		590	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	392	392	392	292		
Volume Left	0	0	0	292		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	590		
Volume to Capacity	0.23	0.23	0.23	0.50		
Queue Length 95th (ft)	0	0	0	69		
Control Delay (s)	0.0	0.0	0.0	16.9		
Lane LOS				C		
Approach Delay (s)	0.0			16.9		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			3.4			
Intersection Capacity Utilization			54.8%	ICU Level of Service	A	
Analysis Period (min)			15			

# Lanes, Volumes, Timings

## 37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024

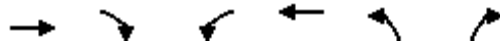


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5	Ø6	Ø8
Lane Configurations	↑↑				↵				
Traffic Volume (vph)	361	4	0	0	4	0			
Future Volume (vph)	361	4	0	0	4	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00			
Fr <sub>t</sub>	0.998								
Fl <sub>t</sub> Protected					0.950				
Satd. Flow (prot)	3492	0	0	0	902	0			
Fl <sub>t</sub> Permitted					0.950				
Satd. Flow (perm)	3492	0	0	0	902	0			
Right Turn on Red	Yes				Yes				
Satd. Flow (RTOR)	2								
Link Speed (mph)	30			30		30			
Link Distance (ft)	302			147		77			
Travel Time (s)	6.9			3.3		1.8			
Peak Hour Factor	0.88	0.88	0.92	0.92	0.50	0.50			
Heavy Vehicles (%)	2%	100%	2%	2%	100%	2%			
Adj. Flow (vph)	410	5	0	0	8	0			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	415	0	0	0	8	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			0		12			
Link Offset(ft)	0			0		0			
Crosswalk Width(ft)	16			16		16			
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	9		15		15		9		
Turn Type	NA				Prot				
Protected Phases	4				2		5	6	8
Permitted Phases									
Minimum Split (s)	22.5				22.5		9.5	22.5	22.5
Total Split (s)	22.5				22.5		9.5	22.5	22.5
Total Split (%)	41.3%				41.3%		17%	41%	41%
Maximum Green (s)	18.0				18.0		5.0	18.0	18.0
Yellow Time (s)	3.5				3.5		3.5	3.5	3.5
All-Red Time (s)	1.0				1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0				0.0				
Total Lost Time (s)	4.5				4.5				
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	
Walk Time (s)	7.0				7.0			7.0	7.0
Flash Dont Walk (s)	11.0				11.0			11.0	11.0
Pedestrian Calls (#/hr)	0				0			0	0
Act Effct Green (s)	18.0				27.5				
Actuated g/C Ratio	0.33				0.50				
v/c Ratio	0.36				0.02				
Control Delay	14.9				16.2				
Queue Delay	0.0				0.0				

Lanes, Volumes, Timings

37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024

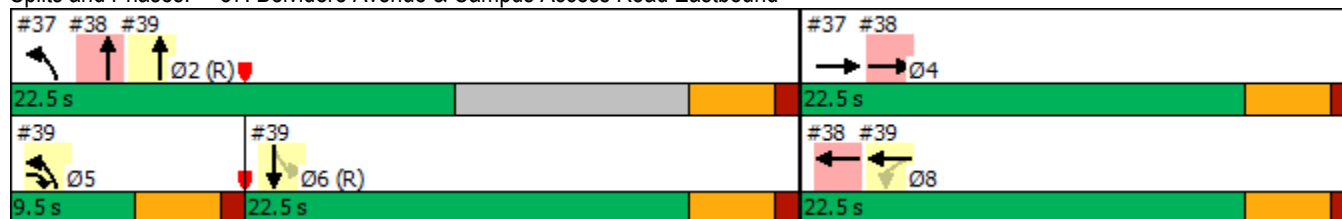


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5	Ø6	Ø8	
Total Delay	14.9				16.2					
LOS	B				B					
Approach Delay	14.9				16.3					
Approach LOS	B				B					

Intersection Summary

Area Type:	Other
Cycle Length:	54.5
Actuated Cycle Length:	54.5
Offset:	0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization	21.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 37: Belvidere Avenue & Campus Access Road Eastbound



Lanes, Volumes, Timings  
38: I-85 NB off ramp & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (vph)	0	4	0	0	4	0	0	539	0	0	0	0
Future Volume (vph)	0	4	0	0	4	0	0	539	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	950	0	0	950	0	0	1881	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	950	0	0	950	0	0	1881	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		77			78			1039				128
Travel Time (s)		1.8			1.8			23.6				2.9
Peak Hour Factor	1.00	1.00	1.00	0.92	0.77	0.77	0.92	0.77	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	100%	2%	2%	100%	0%	2%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	4	0	0	5	0	0	700	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	5	0	0	700	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA			NA				
Protected Phases		4			8			2				
Permitted Phases												
Minimum Split (s)		22.5			22.5			22.5				
Total Split (s)		22.5			22.5			22.5				
Total Split (%)		41.3%			41.3%			41.3%				
Maximum Green (s)		18.0			18.0			18.0				
Yellow Time (s)		3.5			3.5			3.5				
All-Red Time (s)		1.0			1.0			1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		11.0			11.0			11.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)		18.0			18.0			27.5				
Actuated g/C Ratio		0.33			0.33			0.50				
v/c Ratio		0.01			0.02			0.74				
Control Delay		1.2			31.0			16.8				
Queue Delay		0.0			0.0			0.0				

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Minimum Split (s)	9.5	22.5
Total Split (s)	9.5	22.5
Total Split (%)	17%	41%
Maximum Green (s)	5.0	18.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Walk Time (s)		7.0
Flash Dont Walk (s)		11.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		



Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

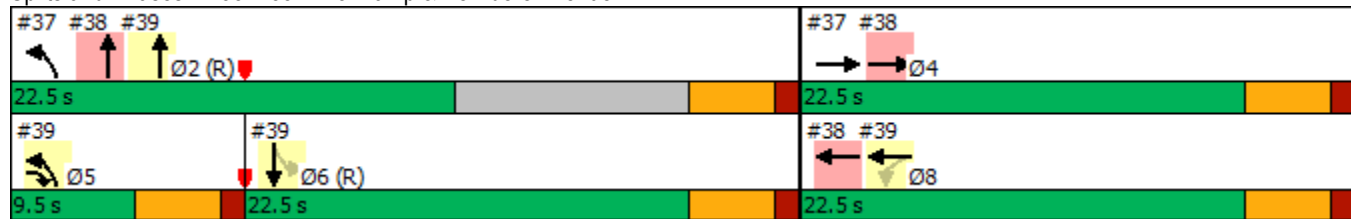


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		1.2			31.0			16.8				
LOS		A			C			B				
Approach Delay		1.3			31.0			16.8				
Approach LOS		A			C			B				

Intersection Summary

Area Type:	Other
Cycle Length:	54.5
Actuated Cycle Length:	54.5
Offset:	0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	16.8
Intersection LOS:	B
Intersection Capacity Utilization	40.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 38: I-85 NB off ramp & Belvidere Avenue



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Lane Group	Ø5	Ø6
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

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Lanes, Volumes, Timings  
39: Brevator Street & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	3	0	31	4	161	13	30	160	0
Future Volume (vph)	0	0	4	3	0	31	4	161	13	30	160	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt			0.865		0.850			0.989				
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	822	1636	1599	0	902	1908	0	1719	1906	0
Flt Permitted				0.950			0.950			0.603		
Satd. Flow (perm)	0	0	822	1636	1599	0	902	1908	0	1091	1906	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			616		604			11				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		78			312			1042				1403
Travel Time (s)		1.8			7.1			23.7				31.9
Peak Hour Factor	0.58	0.58	0.58	0.75	0.75	0.75	0.69	0.69	0.69	0.64	0.64	0.64
Heavy Vehicles (%)	2%	100%	100%	14%	2%	1%	100%	1%	11%	5%	3%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	0	0	7	4	0	41	6	233	19	47	250	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	7	4	41	0	6	252	0	47	250	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Over	Perm	NA		Prot	NA		Perm	NA	
Protected Phases			5		8		5	2				6
Permitted Phases				8						6		
Minimum Split (s)			9.5	22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)			9.5	22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (%)			17.4%	41.3%	41.3%		17.4%	41.3%		41.3%	41.3%	
Maximum Green (s)			5.0	18.0	18.0		5.0	18.0		18.0	18.0	
Yellow Time (s)			3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)			1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)			4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Walk Time (s)				7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0	0			0		0	0	
Act Effct Green (s)			5.0	18.0	18.0		5.0	27.5		18.0	18.0	
Actuated g/C Ratio			0.09	0.33	0.33		0.09	0.50		0.33	0.33	
v/c Ratio			0.01	0.01	0.04		0.07	0.26		0.13	0.40	

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/26/2024

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	41%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/26/2024

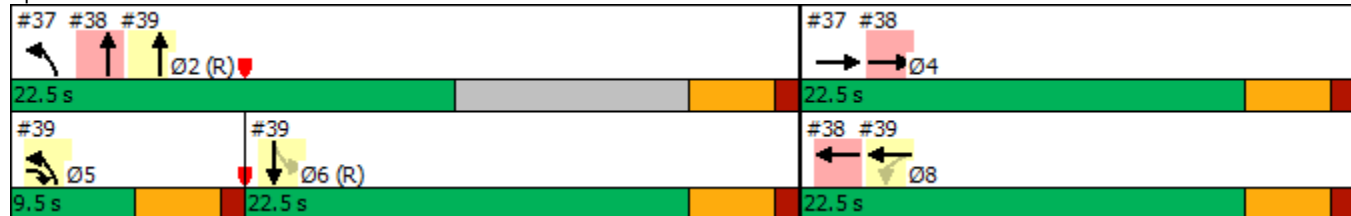


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay			0.0	12.3	0.1		24.8	8.2		14.0	16.4	
Queue Delay			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay			0.0	12.3	0.1		24.8	8.2		14.0	16.4	
LOS			A	B	A		C	A		B	B	
Approach Delay					1.2			8.6				16.0
Approach LOS					A			A				B

Intersection Summary

Area Type:	Other
Cycle Length:	54.5
Actuated Cycle Length:	54.5
Offset:	0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization	28.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 39: Brevator Street & Belvidere Avenue



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Lane Group	Ø4
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

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Lanes, Volumes, Timings  
40: Magazine Street/Tudor Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	1	806	16	9	606	1	68	2	34	12	0	6
Future Volume (vph)	1	806	16	9	606	1	68	2	34	12	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997						0.956			0.955	
Flt Protected					0.999			0.968			0.968	
Satd. Flow (prot)	0	3643	0	0	3615	0	0	1719	0	0	1756	0
Flt Permitted		0.955			0.942			0.780			0.811	
Satd. Flow (perm)	0	3479	0	0	3409	0	0	1385	0	0	1472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						31			29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		577			395			314			488	
Travel Time (s)		13.1			9.0			7.1			11.1	
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.84	0.84	0.84	0.50	0.50	0.50
Heavy Vehicles (%)	0%	2%	7%	9%	3%	0%	3%	0%	1%	0%	0%	0%
Adj. Flow (vph)	1	906	18	10	673	1	81	2	40	24	0	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	925	0	0	684	0	0	123	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

# Lanes, Volumes, Timings

## 40: Magazine Street/Tudor Road & Western Avenue

07/26/2024



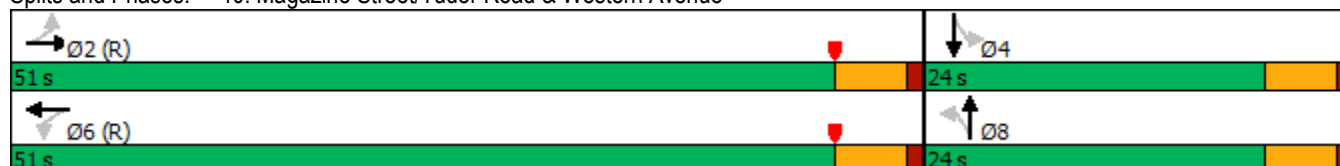
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.0	25.0		31.0	31.0		31.0	31.0		31.0	31.0	
Total Split (s)	51.0	51.0		51.0	51.0		24.0	24.0		24.0	24.0	
Total Split (%)	68.0%	68.0%		68.0%	68.0%		32.0%	32.0%		32.0%	32.0%	
Maximum Green (s)	46.0	46.0		46.0	46.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
<b>Lead/Lag</b>												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		19.0	19.0		19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5		0	0		5	5	
Act Effct Green (s)		55.6			55.6			13.0			13.0	
Actuated g/C Ratio		0.74			0.74			0.17			0.17	
v/c Ratio		0.36			0.27			0.46			0.13	
Control Delay		6.1			5.6			24.8			10.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.1			5.6			24.8			10.9	
LOS		A			A			C			B	
Approach Delay		6.1			5.6			24.8			10.9	
Approach LOS		A			A			C			B	

### Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 41 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 7.3  
 Intersection Capacity Utilization 38.7%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 40: Magazine Street/Tudor Road & Western Avenue





Lanes, Volumes, Timings

41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	↕
Traffic Volume (vph)	258	658	12	3	557	45	22	108	46	32	10	112
Future Volume (vph)	258	658	12	3	557	45	22	108	46	32	10	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	16	12	11	12	12	12	16
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.998			0.989			0.965				0.850
Fl <sub>t</sub> Protected		0.986						0.994		0.950		
Satd. Flow (prot)	0	3592	0	0	3585	0	0	1729	0	1770	1900	1760
Fl <sub>t</sub> Permitted		0.649			0.952			0.963		0.517		
Satd. Flow (perm)	0	2364	0	0	3413	0	0	1675	0	963	1900	1760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			18			30				117
Link Speed (mph)		30			30			25				25
Link Distance (ft)		312			732			334				1048
Travel Time (s)		7.1			16.6			9.1				28.6
Peak Hour Factor	0.88	0.88	0.88	0.93	0.93	0.93	0.80	0.80	0.80	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	5%	13%	3%	1%	0%	1%	5%	2%	0%	4%
Adj. Flow (vph)	293	748	14	3	599	48	28	135	58	33	10	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1055	0	0	650	0	0	221	0	33	10	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	0.85	1.00	1.04	1.00	1.00	1.00	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm

# Lanes, Volumes, Timings

## 41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024

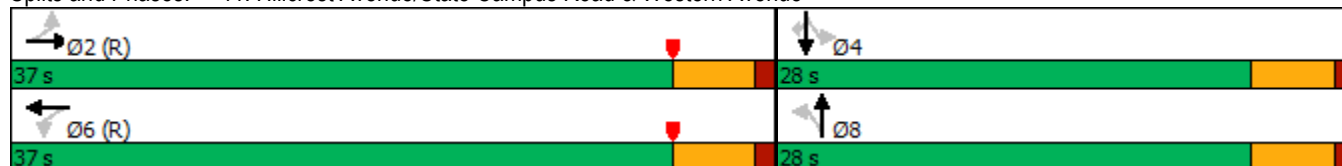


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	37.0	37.0		37.0	37.0		23.0	23.0		23.0	23.0	23.0
Total Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	56.9%	56.9%		56.9%	56.9%		43.1%	43.1%		43.1%	43.1%	43.1%
Maximum Green (s)	32.0	32.0		32.0	32.0		23.0	23.0		23.0	23.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		17.0	17.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)	5	5		5	5					5	5	5
Act Effct Green (s)		41.1			41.1			13.9		13.9	13.9	13.9
Actuated g/C Ratio		0.63			0.63			0.21		0.21	0.21	0.21
v/c Ratio		0.70			0.30			0.58		0.16	0.02	0.25
Control Delay		13.7			4.5			24.8		19.9	16.7	5.2
Queue Delay		0.0			0.0			0.0		0.0	0.0	0.0
Total Delay		13.7			4.5			24.8		19.9	16.7	5.2
LOS		B			A			C		B	B	A
Approach Delay		13.7			4.5			24.8			9.0	
Approach LOS		B			A			C			A	

### Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	20 (31%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	11.7
Intersection LOS:	B
Intersection Capacity Utilization	71.8%
ICU Level of Service	C
Analysis Period (min)	15

### Splits and Phases: 41: Hillcrest Avenue/State Campus Road & Western Avenue



Lanes, Volumes, Timings  
42: Western Avenue & Campus Access Road

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations		↕↕	↕↔		↔	↔	
Traffic Volume (vph)	59	704	589	93	27	6	
Future Volume (vph)	59	704	589	93	27	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	11	
Storage Length (ft)	0			0	0	110	
Storage Lanes	0			0	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Frt			0.980			0.850	
Flt Protected		0.996			0.950		
Satd. Flow (prot)	0	3493	3439	0	1711	1561	
Flt Permitted		0.829			0.950		
Satd. Flow (perm)	0	2908	3439	0	1711	1561	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			50			8	
Link Speed (mph)		30	30		30		
Link Distance (ft)		732	209		810		
Travel Time (s)		16.6	4.8		18.4		
Peak Hour Factor	0.86	0.86	0.94	0.94	0.73	0.73	
Heavy Vehicles (%)	2%	3%	3%	2%	2%	0%	
Adj. Flow (vph)	69	819	627	99	37	8	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	888	726	0	37	8	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		11		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	Perm	NA	NA		Prot	Perm	

# Lanes, Volumes, Timings

## 42: Western Avenue & Campus Access Road

07/26/2024

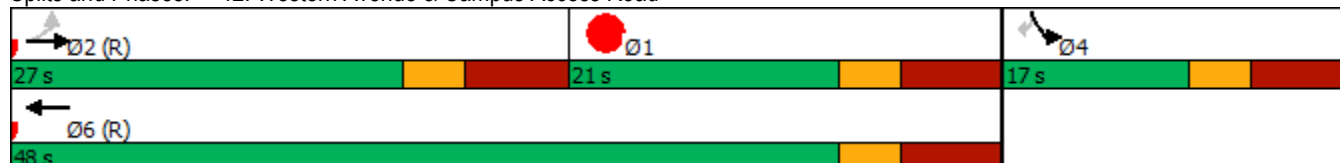


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Protected Phases		2	6		4		1
Permitted Phases	2					4	
Detector Phase	2	2	6		4	4	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0		4.0	4.0	5.0
Minimum Split (s)	26.0	26.0	26.0		26.0	26.0	13.0
Total Split (s)	27.0	27.0	48.0		17.0	17.0	21.0
Total Split (%)	41.5%	41.5%	73.8%		26.2%	26.2%	32%
Maximum Green (s)	19.0	19.0	40.0		9.0	9.0	13.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0	8.0		8.0	8.0	
Lead/Lag	Lead	Lead					Lag
Lead-Lag Optimize?	Yes	Yes					Yes
Vehicle Extension (s)	2.5	2.5	2.5		2.5	2.5	2.5
Recall Mode	C-Min	C-Min	C-Min		None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5		5	5	
Act Effct Green (s)		49.1	49.1		8.4	8.4	
Actuated g/C Ratio		0.76	0.76		0.13	0.13	
v/c Ratio		0.40	0.28		0.17	0.04	
Control Delay		7.8	5.5		24.4	12.5	
Queue Delay		0.0	0.2		0.0	0.0	
Total Delay		7.8	5.7		24.4	12.5	
LOS		A	A		C	B	
Approach Delay		7.8	5.7		22.3		
Approach LOS		A	A		C		

### Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 61 (94%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.40  
 Intersection Signal Delay: 7.3  
 Intersection LOS: A  
 Intersection Capacity Utilization 63.8%  
 ICU Level of Service B  
 Analysis Period (min) 15

### Splits and Phases: 42: Western Avenue & Campus Access Road



Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	80	765	561	89	67	112
Future Volume (vph)	80	765	561	89	67	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	10	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.980			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	3610	3388	0	1504	1794
Flt Permitted		0.805			0.950	
Satd. Flow (perm)	0	2921	3388	0	1504	1794
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		776	1554		1042	
Travel Time (s)		17.6	35.3		23.7	
Peak Hour Factor	0.86	0.86	0.87	0.87	0.68	0.68
Heavy Vehicles (%)	1%	3%	4%	7%	12%	2%
Adj. Flow (vph)	93	890	645	102	99	165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	983	747	0	99	165
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	1.09	0.85
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		8	
Permitted Phases	2					8
Detector Phase	2	2	6		8	8

Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/26/2024

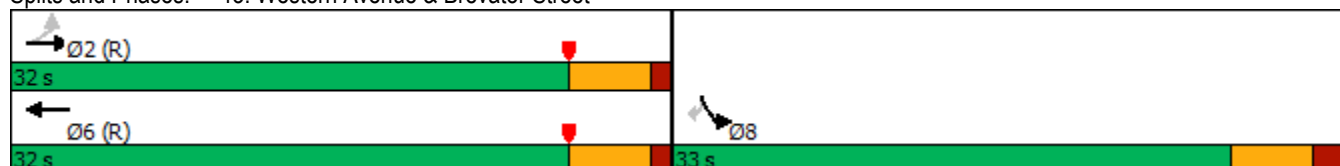


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
<b>Switch Phase</b>						
Minimum Initial (s)	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	23.0	23.0	32.0		31.0	31.0
Total Split (s)	32.0	32.0	32.0		33.0	33.0
Total Split (%)	49.2%	49.2%	49.2%		50.8%	50.8%
Maximum Green (s)	27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		6.0	6.0
<b>Lead/Lag</b>						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			20.0		18.0	18.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		40.6	40.6		13.4	13.4
Actuated g/C Ratio		0.62	0.62		0.21	0.21
v/c Ratio		0.54	0.35		0.32	0.45
Control Delay		9.8	3.4		22.5	24.8
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		9.8	3.4		22.5	24.8
LOS		A	A		C	C
Approach Delay		9.8	3.4		24.0	
Approach LOS		A	A		C	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 49 (75%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 9.3  
 Intersection Capacity Utilization 61.8%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 43: Western Avenue & Brevator Street



Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	4	855	3	2	623	25	3	2	0	23	2	4
Future Volume (vph)	4	855	3	2	623	25	3	2	0	23	2	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	13	13	12	12	12	16	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.994							0.982
Flt Protected								0.970				0.962
Satd. Flow (prot)	0	3613	0	0	3563	0	0	1843	0	0	1754	0
Flt Permitted		0.952			0.953							0.767
Satd. Flow (perm)	0	3439	0	0	3396	0	0	1900	0	0	1398	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		1			7							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1554			291			499				1509
Travel Time (s)		35.3			6.6			11.3				34.3
Peak Hour Factor	0.88	0.88	0.88	0.93	0.93	0.93	0.63	0.63	0.63	0.78	0.78	0.78
Heavy Vehicles (%)	13%	3%	71%	0%	4%	6%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	5	972	3	2	670	27	5	3	0	29	3	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	980	0	0	699	0	0	8	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			-75				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	1.00	0.96	0.96	1.00	1.00	1.00	0.85	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			3				4
Permitted Phases	2			6			3			4		
Detector Phase	2	2		6	6		3	3		4		4

Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/26/2024

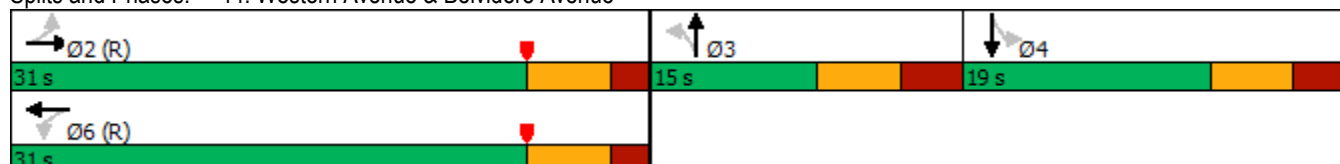


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.0	24.0		31.0	31.0		25.0	25.0		33.0	33.0	
Total Split (s)	31.0	31.0		31.0	31.0		15.0	15.0		19.0	19.0	
Total Split (%)	47.7%	47.7%		47.7%	47.7%		23.1%	23.1%		29.2%	29.2%	
Maximum Green (s)	25.0	25.0		25.0	25.0		8.0	8.0		12.0	12.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			7.0			7.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		18.0	18.0					19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5					5	5	
Act Effct Green (s)		48.6			48.6			8.0			8.8	
Actuated g/C Ratio		0.75			0.75			0.12			0.14	
v/c Ratio		0.38			0.28			0.03			0.19	
Control Delay		3.7			6.7			25.6			26.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.7			6.7			25.6			26.8	
LOS		A			A			C			C	
Approach Delay		3.7			6.7			25.6			26.8	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 16 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.38  
 Intersection Signal Delay: 5.5  
 Intersection Capacity Utilization 44.0%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 44: Western Avenue & Belvidere Avenue





## Existing PM Peak Synchro Reports

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	590	211	165	739	36	250	109	115	158	98	43
Future Volume (vph)	27	590	211	165	739	36	250	109	115	158	98	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	13	12	12	12	12	11	11	12
Storage Length (ft)	160		0	175		0	260		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor		0.99		1.00	1.00		1.00	0.99		0.99	0.99	
Frt		0.961			0.993			0.923			0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3269	0	1728	3556	0	1787	1698	0	3351	1731	0
Flt Permitted	0.265			0.124			0.950			0.950		
Satd. Flow (perm)	487	3269	0	225	3556	0	1779	1698	0	3304	1731	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		352			573			439			309	
Travel Time (s)		8.0			13.0			10.0			7.0	
Confl. Peds. (#/hr)	7		3	3		7	4		8	8		4
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	4%	9%	1%	4%	3%	1%	2%	2%	1%	1%	0%
Adj. Flow (vph)	29	628	224	177	795	39	278	121	128	176	109	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	852	0	177	834	0	278	249	0	176	157	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.04	0.96	1.00	1.00	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024

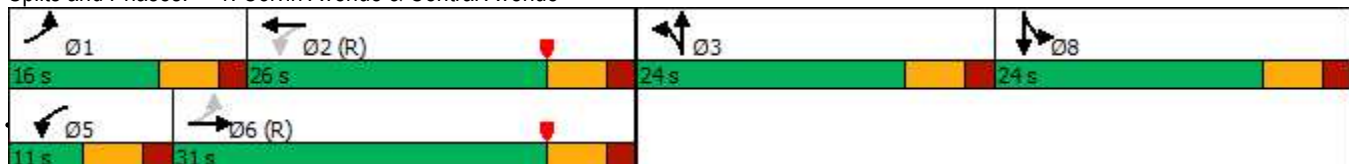


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		3	3		8	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		3	3		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	16.0	24.0		11.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	16.0	31.0		11.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	17.8%	34.4%		12.2%	28.9%		26.7%	26.7%		26.7%	26.7%	
Maximum Green (s)	10.0	25.0		5.0	20.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	32.7	26.3		39.0	36.5		16.8	16.8		13.3	13.3	
Actuated g/C Ratio	0.36	0.29		0.43	0.41		0.19	0.19		0.15	0.15	
v/c Ratio	0.11	0.89		0.69	0.58		0.83	0.79		0.36	0.62	
Control Delay	16.6	44.6		37.7	26.2		57.0	53.1		35.6	45.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.6	44.6		37.7	26.2		57.0	53.1		35.6	45.9	
LOS	B	D		D	C		E	D		D	D	
Approach Delay		43.7			28.2			55.1			40.4	
Approach LOS		D			C			E			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 20 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 39.8      Intersection LOS: D  
 Intersection Capacity Utilization 74.9%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Colvin Avenue & Central Avenue



Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	682	79	0	985	45	0	0	0	121	0	155
Future Volume (vph)	35	682	79	0	985	45	0	0	0	121	0	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11	11	11	16	16	16	12	12	12
Storage Length (ft)	190		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt			0.850		0.993							0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1636	3455	1516	0	3397	0	0	0	0	1805	0	1599
Flt Permitted	0.194									0.950		
Satd. Flow (perm)	334	3455	1516	0	3397	0	0	0	0	1805	0	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90		7							106
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		581			960			697			119	
Travel Time (s)		13.2			21.8			15.8			2.7	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	3%	1%	3%	2%	2%	0%	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	40	775	90	0	1071	49	0	0	0	155	0	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	775	90	0	1120	0	0	0	0	155	0	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.09	1.04	1.04	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2					1		1
Detector Template	Left	Thru	Right		Thru					Left		Right
Leading Detector (ft)	20	100	20		100					20		20
Trailing Detector (ft)	0	0	0		0					0		0
Detector 1 Position(ft)	0	0	0		0					0		0
Detector 1 Size(ft)	20	6	20		6					20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

# Lanes, Volumes, Timings

## 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/06/2024

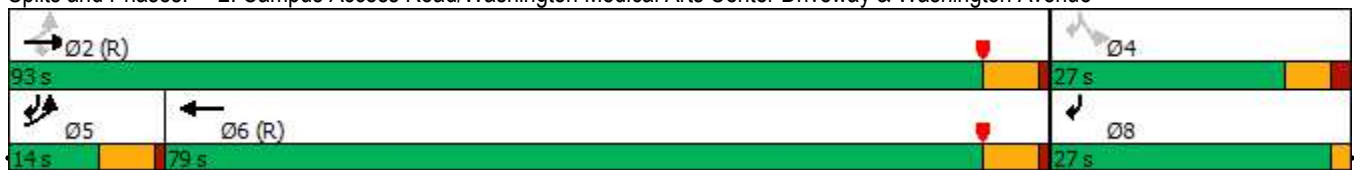


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm		NA					Perm		pt+ov
Protected Phases	5	2			6							5 8
Permitted Phases	2		2							4		4 8
Detector Phase	5	2	2		6					4		5 8
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0		10.0					8.0		
Minimum Split (s)	14.0	24.0	24.0		25.0					24.0		
Total Split (s)	14.0	93.0	93.0		79.0					27.0		
Total Split (%)	11.7%	77.5%	77.5%		65.8%					22.5%		
Maximum Green (s)	8.0	87.0	87.0		73.0					21.0		
Yellow Time (s)	5.0	5.0	5.0		5.0					4.0		
All-Red Time (s)	1.0	1.0	1.0		1.0					2.0		
Lost Time Adjust (s)	0.0	0.0	0.0		0.0					0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0					6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.5	2.5	2.5		2.2					2.5		
Recall Mode	None	C-Max	C-Max		C-Max					None		
Walk Time (s)					7.0							
Flash Dont Walk (s)					12.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	92.9	92.9	92.9		78.9					15.1		29.1
Actuated g/C Ratio	0.77	0.77	0.77		0.66					0.13		0.24
v/c Ratio	0.12	0.29	0.08		0.50					0.69		0.43
Control Delay	4.6	4.6	1.0		11.9					65.0		19.8
Queue Delay	0.0	0.0	0.0		0.0					0.0		0.0
Total Delay	4.6	4.6	1.0		11.9					65.0		19.8
LOS	A	A	A		B					E		B
Approach Delay		4.2			11.9						39.6	
Approach LOS		A			B						D	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 112 (93%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 13.1  
 Intersection Capacity Utilization 48.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue



Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/06/2024

Lane Group	Ø8
Detector 2 Extend (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	27.0
Total Split (%)	23%
Maximum Green (s)	25.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

# HCM Unsignalized Intersection Capacity Analysis

## 4: Washington Avenue & Campus Access Rd WB Ramp

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	817	587	0	0	442
Future Volume (Veh/h)	0	817	587	0	0	442
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.74	0.74
Hourly flow rate (vph)	0	908	652	0	0	597
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		None			
Median storage (veh)	2					
Upstream signal (ft)	960					
pX, platoon unblocked					0.97	
vC, conflicting volume	652		1106			
vC1, stage 1 conf vol					652	
vC2, stage 2 conf vol					454	
vCu, unblocked vol	652		1038			
tC, single (s)	4.1		6.8			
tC, 2 stage (s)					5.8	
tF (s)	2.2		3.5			
p0 queue free %	100				11	
cM capacity (veh/h)	930		421			
	673					
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>SB 1</b>	
Volume Total	454	454	326	326	597	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	597	
cSH	1700	1700	1700	1700	673	
Volume to Capacity	0.27	0.27	0.19	0.19	0.89	
Queue Length 95th (ft)	0	0	0	0	274	
Control Delay (s)	0.0	0.0	0.0	0.0	37.8	
Lane LOS						E
Approach Delay (s)	0.0	0.0		37.8		
Approach LOS						E
<b>Intersection Summary</b>						
Average Delay			10.4			
Intersection Capacity Utilization			50.3%		ICU Level of Service	
Analysis Period (min)			15			
						A



# HCM Unsignalized Intersection Capacity Analysis

## 5: Campus Access Road & Patroon Creek Blvd. W.

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			TTT			T
Traffic Volume (veh/h)	0	0	972	52	0	95
Future Volume (Veh/h)	0	0	972	52	0	95
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.82	0.82	0.77	0.77
Hourly flow rate (vph)	0	0	1185	63	0	123
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1248				1216	328
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1248				1216	328
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	82
cM capacity (veh/h)	553				173	671
Direction, Lane #	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	339	339	339	232	123	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	63	123	
cSH	1700	1700	1700	1700	671	
Volume to Capacity	0.20	0.20	0.20	0.14	0.18	
Queue Length 95th (ft)	0	0	0	0	17	
Control Delay (s)	0.0	0.0	0.0	0.0	11.6	
Lane LOS					B	
Approach Delay (s)	0.0				11.6	
Approach LOS					B	
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			27.5%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Campus Access Road & Washington Avenue Eastbound Ramp

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	516	0	0	191	0
Future Volume (Veh/h)	0	516	0	0	191	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.67	0.67	0.92	0.92	0.87	0.87
Hourly flow rate (vph)	0	770	0	0	220	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				257	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				257	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				69	100
cM capacity (veh/h)	1622				716	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	257	257	257	220		
Volume Left	0	0	0	220		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	716		
Volume to Capacity	0.15	0.15	0.15	0.31		
Queue Length 95th (ft)	0	0	0	33		
Control Delay (s)	0.0	0.0	0.0	12.2		
Lane LOS				B		
Approach Delay (s)	0.0			12.2		
Approach LOS				B		
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			27.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM 6th TWSC

7: Campus Access Rd WB Ramp/Patroon Creek Boulevard E. & Campus Access Road 07/26/2024

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕	↑↑↑	↕						↕
Traffic Vol, veh/h	0	0	0	442	911	120	0	0	0	0	0	121
Future Vol, veh/h	0	0	0	442	911	120	0	0	0	0	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	82	82	82	92	92	92	70	70	70
Heavy Vehicles, %	2	2	2	1	1	3	2	2	2	2	2	1
Mvmt Flow	0	0	0	539	1111	146	0	0	0	0	0	173
Major/Minor				Major2				Minor2				
Conflicting Flow All				0	0	0				-	-	556
Stage 1				-	-	-				-	-	-
Stage 2				-	-	-				-	-	-
Critical Hdwy				5.32	-	-				-	-	7.12
Critical Hdwy Stg 1				-	-	-				-	-	-
Critical Hdwy Stg 2				-	-	-				-	-	-
Follow-up Hdwy				3.11	-	-				-	-	3.91
Pot Cap-1 Maneuver				-	-	0				0	0	408
Stage 1				-	-	0				0	0	-
Stage 2				-	-	0				0	0	-
Platoon blocked, %												
Mov Cap-1 Maneuver				-	-	-				-	0	408
Mov Cap-2 Maneuver				-	-	-				-	0	-
Stage 1				-	-	-				-	0	-
Stage 2				-	-	-				-	0	-
Approach				WB				SB				
HCM Control Delay, s										20.2		
HCM LOS										C		
Minor Lane/Major Mvmt	WBL	WBT	SBLn1									
Capacity (veh/h)	-	-	408									
HCM Lane V/C Ratio	-	-	0.424									
HCM Control Delay (s)	-	-	20.2									
HCM Lane LOS	-	-	C									
HCM 95th %tile Q(veh)	-	-	2.1									

# HCM Unsignalized Intersection Capacity Analysis

## 8: U-Turn near Lot N & Campus Access Road/Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑↑	↘	
Traffic Volume (veh/h)	0	0	0	1045	429	0
Future Volume (Veh/h)	0	0	0	1045	429	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.68	0.68
Hourly flow rate (vph)	0	0	0	1174	631	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		294	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		294	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		6	100
cM capacity (veh/h)			1622		674	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>WB 4</b>	<b>NB 1</b>	
Volume Total	294	294	294	294	631	
Volume Left	0	0	0	0	631	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	674	
Volume to Capacity	0.17	0.17	0.17	0.17	0.94	
Queue Length 95th (ft)	0	0	0	0	324	
Control Delay (s)	0.0	0.0	0.0	0.0	45.7	
Lane LOS					E	
Approach Delay (s)	0.0				45.7	
Approach LOS					E	
<b>Intersection Summary</b>						
Average Delay			16.0			
Intersection Capacity Utilization			58.2%	ICU Level of Service	B	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 9: Campus Access Road Eastbound/Campus Access Road & U-Turn near Lot N









07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	472	0	0	164	0
Future Volume (Veh/h)	0	472	0	0	164	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	0	674	0	0	205	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				225	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				225	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				72	100
cM capacity (veh/h)	1622				743	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	225	225	225	205		
Volume Left	0	0	0	205		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	743		
Volume to Capacity	0.13	0.13	0.13	0.28		
Queue Length 95th (ft)	0	0	0	28		
Control Delay (s)	0.0	0.0	0.0	11.7		
Lane LOS				B		
Approach Delay (s)	0.0			11.7		
Approach LOS				B		
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			33.5%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 10: Washington Avenue Ramp & Route 85 Off-Ramp/Washington Ave Ramp/Route 85 Southbound Off-Ramp

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	275	264	0
Future Volume (Veh/h)	0	0	0	275	264	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	299	287	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	299	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	299	0	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	59	100	
cM capacity (veh/h)			1623	692	1085	
Direction, Lane #	WB 1	NB 1				
Volume Total	299	287				
Volume Left	0	287				
Volume Right	0	0				
cSH	1700	692				
Volume to Capacity	0.18	0.41				
Queue Length 95th (ft)	0	51				
Control Delay (s)	0.0	13.8				
Lane LOS			B			
Approach Delay (s)	0.0	13.8				
Approach LOS			B			
Intersection Summary						
Average Delay			6.8			
Intersection Capacity Utilization			46.4%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↕↕						↔↔	
Traffic Vol, veh/h	19	715	125	0	868	5	0	0	0	0	0	21
Future Vol, veh/h	19	715	125	0	868	5	0	0	0	0	0	21
Conflicting Peds, #/hr	5	0	0	0	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	108540	1856	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	92	92	92	75	75	75
Heavy Vehicles, %	0	2	1	0	2	0	2	2	2	0	0	0
Mvmt Flow	20	769	134	0	943	5	0	0	0	0	0	28

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	953	0	0	-	-	0		1376	1894	479
Stage 1	-	-	-	-	-	-		951	951	-
Stage 2	-	-	-	-	-	-		425	943	-
Critical Hdwy	4.1	-	-	-	-	-		6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-		5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.8	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	729	-	-	0	-	-		139	71	538
Stage 1	-	-	-	0	-	-		341	341	-
Stage 2	-	-	-	0	-	-		633	344	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	726	-	-	-	-	-		130	0	535
Mov Cap-2 Maneuver	-	-	-	-	-	-		130	0	-
Stage 1	-	-	-	-	-	-		320	0	-
Stage 2	-	-	-	-	-	-		630	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	726	-	-	-	-	535
HCM Lane V/C Ratio	0.028	-	-	-	-	0.052
HCM Control Delay (s)	10.1	0.3	-	-	-	12.1
HCM Lane LOS	B	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.2

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	143	589	766	175	259	176
Future Volume (vph)	143	589	766	175	259	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	11	12
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor			0.99		0.99	0.98
Frt			0.972			0.850
Flt Protected		0.990			0.950	
Satd. Flow (prot)	0	3621	3435	0	1728	1599
Flt Permitted		0.586			0.950	
Satd. Flow (perm)	0	2143	3435	0	1716	1572
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		743	2354		350	
Travel Time (s)		16.9	53.5		8.0	
Confl. Peds. (#/hr)	4			4	7	5
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.97	0.97	0.90	0.90	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	0%	1%	1%
Adj. Flow (vph)	147	607	851	194	301	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	754	1045	0	301	205
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	1.00	1.04	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	Perm



Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024

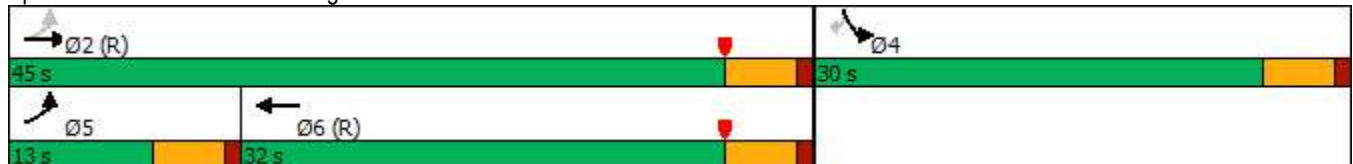


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	13.0	23.0	25.0		29.0	29.0
Total Split (s)	13.0	45.0	32.0		30.0	30.0
Total Split (%)	17.3%	60.0%	42.7%		40.0%	40.0%
Maximum Green (s)	8.0	40.0	27.0		25.0	25.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	5.0	5.0		5.0	5.0
Recall Mode	None	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			13.0		17.0	17.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		44.9	44.9		20.1	20.1
Actuated g/C Ratio		0.60	0.60		0.27	0.27
v/c Ratio		0.59	0.51		0.65	0.49
Control Delay		12.7	10.6		30.6	26.3
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		12.7	10.6		30.6	26.3
LOS		B	B		C	C
Approach Delay		12.7	10.6		28.9	
Approach LOS		B	B		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 40 (53%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 15.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 75.0%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 14: Washington Avenue & Colvin Avenue



Lanes, Volumes, Timings  
 15: Manning Boulevard & Washington Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	465	215	12	707	8	234	63	18	11	101	87
Future Volume (vph)	67	465	215	12	707	8	234	63	18	11	101	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	11	10	12	11	11	12
Storage Length (ft)	200		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	1.00		0.99	1.00		1.00		0.98
Frt		0.953			0.998			0.967				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1589	3357	0	1685	3532	0	1711	1682	0	1601	1837	1538
Flt Permitted	0.217			0.301			0.476			0.701		
Satd. Flow (perm)	362	3357	0	533	3532	0	850	1682	0	1180	1837	1504
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		120										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2354			640			535				154
Travel Time (s)		53.5			14.5			12.2				3.5
Confl. Peds. (#/hr)	8		3	3		8	14		2	2		14
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.93	0.93	0.93	0.78	0.78	0.78
Heavy Vehicles (%)	6%	2%	1%	0%	2%	0%	2%	2%	0%	9%	0%	5%
Adj. Flow (vph)	72	500	231	13	794	9	252	68	19	14	129	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	731	0	13	803	0	252	87	0	14	129	112
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	1.00	1.00	1.04	1.09	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

Lanes, Volumes, Timings  
15: Manning Boulevard & Washington Avenue

07/26/2024

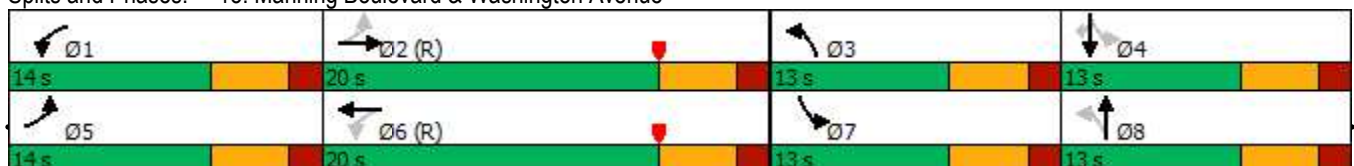


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	8.0	10.0		8.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	29.0
Total Split (s)	14.0	20.0		14.0	20.0		13.0	13.0		13.0	13.0	13.0
Total Split (%)	23.3%	33.3%		23.3%	33.3%		21.7%	21.7%		21.7%	21.7%	21.7%
Maximum Green (s)	9.0	15.0		9.0	15.0		8.0	8.0		8.0	8.0	8.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		13.0			13.0			17.0			17.0	17.0
Pedestrian Calls (#/hr)		5			5			5			5	5
Act Effct Green (s)	28.2	26.4		25.8	21.0		20.0	18.4		16.0	8.0	8.0
Actuated g/C Ratio	0.47	0.44		0.43	0.35		0.33	0.31		0.27	0.13	0.13
v/c Ratio	0.21	0.47		0.03	0.65		0.63	0.17		0.04	0.53	0.56
Control Delay	10.2	12.3		8.6	22.5		25.4	19.0		13.4	32.9	37.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	10.2	12.3		8.6	22.5		25.4	19.0		13.4	32.9	37.0
LOS	B	B		A	C		C	B		B	C	D
Approach Delay		12.1			22.3			23.8			33.6	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 54 (90%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 20.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 58.7%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 15: Manning Boulevard & Washington Avenue



# HCM Unsignalized Intersection Capacity Analysis

## 16: Campus Access Road/Campus Access Road Southbound & U-Turn near Lot Y

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	0	0	0	0	373
Future Volume (Veh/h)	29	0	0	0	0	373
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.66	0.66	0.92	0.92	0.96	0.96
Hourly flow rate (vph)	44	0	0	0	0	389
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1070			
pX, platoon unblocked						
vC, conflicting volume	130	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	130	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	857	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	44	130	130	130		
Volume Left	44	0	0	0		
Volume Right	0	0	0	0		
cSH	857	1700	1700	1700		
Volume to Capacity	0.05	0.08	0.08	0.08		
Queue Length 95th (ft)	4	0	0	0		
Control Delay (s)	9.4	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.4	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			31.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 18: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	266	0	0	209	0	0
Future Volume (Veh/h)	266	0	0	209	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.58	0.58	0.72	0.72	0.92	0.92
Hourly flow rate (vph)	459	0	0	290	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	97	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	97	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	49	100	100			
cM capacity (veh/h)	895	1084	1622			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>NB 3</b>		
Volume Total	459	97	97	97		
Volume Left	459	0	0	0		
Volume Right	0	0	0	0		
cSH	895	1700	1700	1700		
Volume to Capacity	0.51	0.06	0.06	0.06		
Queue Length 95th (ft)	75	0	0	0		
Control Delay (s)	13.2	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	13.2	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			8.1			
Intersection Capacity Utilization			75.0%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 19: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶					↷↷↷
Traffic Volume (veh/h)	34	0	0	0	0	360
Future Volume (Veh/h)	34	0	0	0	0	360
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.71	0.71	0.92	0.92	0.79	0.79
Hourly flow rate (vph)	48	0	0	0	0	456
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	152	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	152	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			100	
cM capacity (veh/h)	830	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	48	152	152	152		
Volume Left	48	0	0	0		
Volume Right	0	0	0	0		
cSH	830	1700	1700	1700		
Volume to Capacity	0.06	0.09	0.09	0.09		
Queue Length 95th (ft)	5	0	0	0		
Control Delay (s)	9.6	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.6	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			18.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 20: Campus Access Road & Route 85 Southbound Off-Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	67	0	0	0	0	411
Future Volume (Veh/h)	67	0	0	0	0	411
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	88	0	0	0	0	514
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	171	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	171	0			0	
tC, single (s)	*4.3	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			100	
cM capacity (veh/h)	910	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	88	171	171	171		
Volume Left	88	0	0	0		
Volume Right	0	0	0	0		
cSH	910	1700	1700	1700		
Volume to Capacity	0.10	0.10	0.10	0.10		
Queue Length 95th (ft)	8	0	0	0		
Control Delay (s)	9.4	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.4	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			18.3%		ICU Level of Service	A
Analysis Period (min)			15			

\* User Entered Value

# HCM Unsignalized Intersection Capacity Analysis

## 21: Campus Access Road & Brevator Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗			
Traffic Volume (veh/h)	0	107	128	0	0	0
Future Volume (Veh/h)	0	107	128	0	0	0
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.95	0.95	0.92	0.92
Hourly flow rate (vph)	0	111	135	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	135	45			135	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	135	45			135	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	845	1018			1447	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3		
Volume Total	111	45	45	45		
Volume Left	0	0	0	0		
Volume Right	111	0	0	0		
cSH	1018	1700	1700	1700		
Volume to Capacity	0.11	0.03	0.03	0.03		
Queue Length 95th (ft)	9	0	0	0		
Control Delay (s)	9.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.0	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			16.6%		ICU Level of Service	A
Analysis Period (min)			15			



Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	66	42	80	118	174	27
Future Vol, veh/h	66	42	80	118	174	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	90	90	93	93
Heavy Vehicles, %	3	0	1	3	1	2
Mvmt Flow	94	60	89	131	187	29

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	446	108	216	0	0
Stage 1	202	-	-	-	-
Stage 2	244	-	-	-	-
Critical Hdwy	6.86	6.9	4.12	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-
Follow-up Hdwy	3.53	3.3	2.21	-	-
Pot Cap-1 Maneuver	538	932	1358	-	-
Stage 1	809	-	-	-	-
Stage 2	771	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	500	932	1358	-	-
Mov Cap-2 Maneuver	500	-	-	-	-
Stage 1	752	-	-	-	-
Stage 2	771	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	3.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1358	-	610	-	-
HCM Lane V/C Ratio	0.065	-	0.253	-	-
HCM Control Delay (s)	7.8	0.1	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖						↕	↘
Traffic Volume (vph)	0	7	5	1	9	0	0	0	0	0	490	0
Future Volume (vph)	0	7	5	1	9	0	0	0	0	0	490	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		0.99			1.00							
Frt		0.946										
Flt Protected					0.996							
Satd. Flow (prot)	0	930	0	0	946	0	0	0	0	0	3490	0
Flt Permitted					0.967							
Satd. Flow (perm)	0	930	0	0	918	0	0	0	0	0	3490	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		320			130			344			350	
Travel Time (s)		7.3			3.0			7.8			6.0	
Confl. Peds. (#/hr)	37		2	2		37						
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.60	0.60	0.60	0.83	0.83	0.83	0.92	0.92	0.92	0.68	0.68	0.68
Heavy Vehicles (%)	2%	100%	80%	100%	100%	2%	2%	2%	2%	2%	0%	2%
Adj. Flow (vph)	0	12	8	1	11	0	0	0	0	0	721	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	12	0	0	0	0	0	721	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2							2
Detector Template		Thru		Left	Thru							Thru
Leading Detector (ft)		100		20	100							100
Trailing Detector (ft)		0		0	0							0
Detector 1 Position(ft)		0		0	0							0
Detector 1 Size(ft)		6		20	6							6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex							Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0							0.0
Detector 1 Queue (s)		0.0		0.0	0.0							0.0
Detector 1 Delay (s)		0.0		0.0	0.0							0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA							NA

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/26/2024

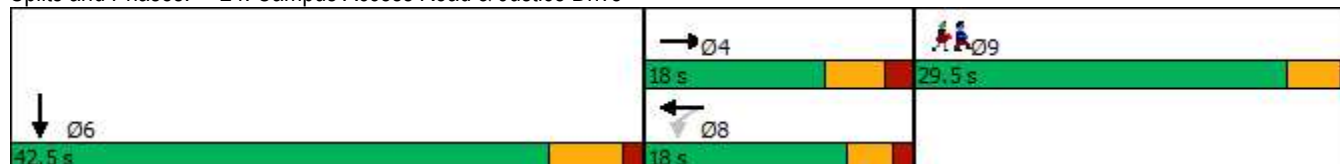


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8						6	
Permitted Phases				8								
Detector Phase		4		8	8						6	
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0						12.0	
Minimum Split (s)		24.0		22.5	22.5						24.5	
Total Split (s)		18.0		18.0	18.0						42.5	
Total Split (%)		20.0%		20.0%	20.0%						47.2%	
Maximum Green (s)		12.0		13.5	13.5						36.0	
Yellow Time (s)		4.0		3.0	3.0						5.0	
All-Red Time (s)		2.0		1.5	1.5						1.5	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			4.5						6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Recall Mode		None		None	None						Max	
Walk Time (s)											7.0	
Flash Dont Walk (s)											8.0	
Pedestrian Calls (#/hr)											5	
Act Effct Green (s)		12.3			12.5						55.5	
Actuated g/C Ratio		0.20			0.20						0.89	
v/c Ratio		0.11			0.07						0.23	
Control Delay		26.6			25.4						5.0	
Queue Delay		0.0			0.0						0.0	
Total Delay		26.6			25.4						5.0	
LOS		C			C						A	
Approach Delay		26.6			25.4						5.0	
Approach LOS		C			C						A	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 62.6  
 Natural Cycle: 75  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.23  
 Intersection Signal Delay: 5.9  
 Intersection Capacity Utilization 34.0%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 24: Campus Access Road & Justice Drive



# HCM Unsignalized Intersection Capacity Analysis

## 26: Soc Ring Road/Campus Access Road & Transit Stop Merge

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	0	0	0	0	495
Future Volume (Veh/h)	6	0	0	0	0	495
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.92	0.92	0.68	0.68
Hourly flow rate (vph)	8	0	0	0	0	728
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	344					
pX, platoon unblocked	0.93					
vC, conflicting volume	364	0				0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	154	0				0
tC, single (s)	8.8	6.9				4.1
tC, 2 stage (s)						
tF (s)	4.5	3.3				2.2
p0 queue free %	99	100				100
cM capacity (veh/h)	559	1084				1622
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>			
Volume Total	8	364	364			
Volume Left	8	0	0			
Volume Right	0	0	0			
cSH	559	1700	1700			
Volume to Capacity	0.01	0.21	0.21			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	11.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.5	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			23.7%		ICU Level of Service	
Analysis Period (min)			15			
					A	

# HCM Unsignalized Intersection Capacity Analysis

## 27: U-Turn near Lot H & Campus Access Road Northbound/Campus Access Road Westbound

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↖	
Traffic Volume (veh/h)	0	0	0	642	44	0
Future Volume (Veh/h)	0	0	0	642	44	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.69	0.55	0.57
Hourly flow rate (vph)	0	0	0	930	80	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume				0	465	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				0	465	0
tC, single (s)				4.1	7.0	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.6	3.3
p0 queue free %				100	84	100
cM capacity (veh/h)				1622	509	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>			
Volume Total	465	465	80			
Volume Left	0	0	80			
Volume Right	0	0	0			
cSH	1700	1700	509			
Volume to Capacity	0.27	0.27	0.16			
Queue Length 95th (ft)	0	0	14			
Control Delay (s)	0.0	0.0	13.4			
Lane LOS				B		
Approach Delay (s)	0.0			13.4		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay				1.1		
Intersection Capacity Utilization				41.9%	ICU Level of Service	A
Analysis Period (min)				15		

# HCM Unsignalized Intersection Capacity Analysis

## 28: Soc Ring Road & U-Turn near Lot H

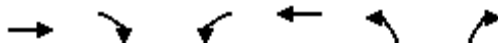
07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	405	0	0	98	0
Future Volume (Veh/h)	0	405	0	0	98	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.92	0.92	0.64	0.64
Hourly flow rate (vph)	0	555	0	0	153	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				185	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				185	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				81	100
cM capacity (veh/h)	1622				792	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	185	185	185	153		
Volume Left	0	0	0	153		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	792		
Volume to Capacity	0.11	0.11	0.11	0.19		
Queue Length 95th (ft)	0	0	0	18		
Control Delay (s)	0.0	0.0	0.0	10.6		
Lane LOS				B		
Approach Delay (s)	0.0			10.6		
Approach LOS				B		
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			32.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 29: U-Turn near Lot F & Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	532	5	0
Future Volume (Veh/h)	0	0	0	532	5	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.68	0.68	0.63	0.63
Hourly flow rate (vph)	0	0	0	782	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0			261	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			261	0	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			99	100	
cM capacity (veh/h)	1622			712	1084	
Direction, Lane #	WB 1	WB 2	WB 3	NB 1		
Volume Total	261	261	261	8		
Volume Left	0	0	0	8		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	712		
Volume to Capacity	0.15	0.15	0.15	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	0.0	0.0	0.0	10.1		
Lane LOS				B		
Approach Delay (s)	0.0			10.1		
Approach LOS				B		
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	38.8%			ICU Level of Service	A	
Analysis Period (min)	15					



# HCM Unsignalized Intersection Capacity Analysis

## 30: Soc Ring Road & U-Turn near Lot F

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	498	0	0	323	0
Future Volume (Veh/h)	0	498	0	0	323	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.71	0.71	0.92	0.92	0.62	0.62
Hourly flow rate (vph)	0	701	0	0	521	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				234	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				234	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				30	100
cM capacity (veh/h)	1629				740	1091
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	234	234	234	521		
Volume Left	0	0	0	521		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	740		
Volume to Capacity	0.14	0.14	0.14	0.70		
Queue Length 95th (ft)	0	0	0	147		
Control Delay (s)	0.0	0.0	0.0	20.6		
Lane LOS				C		
Approach Delay (s)	0.0			20.6		
Approach LOS				C		
Intersection Summary						
Average Delay			8.8			
Intersection Capacity Utilization			33.1%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 31: U-Turn near Lot F/Harriman Campus Road & Campus Access Road Westbound

07/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑					↑
Traffic Volume (veh/h)	0	0	0	0	641	44	1	0	0	0	0	22
Future Volume (Veh/h)	0	0	0	0	641	44	1	0	0	0	0	22
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.71	0.71	0.71	0.25	0.25	0.25	0.61	0.61	0.61
Hourly flow rate (vph)	0	0	0	0	903	62	4	0	0	0	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	903			0			301	903	0	934	934	332
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	903			0			301	903	0	934	934	332
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	95
cM capacity (veh/h)	749			1622			600	276	1084	221	264	670
Direction, Lane #												
	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	361	361	243	4	36							
Volume Left	0	0	0	4	0							
Volume Right	0	0	62	0	36							
cSH	1700	1700	1700	600	670							
Volume to Capacity	0.21	0.21	0.14	0.01	0.05							
Queue Length 95th (ft)	0	0	0	1	4							
Control Delay (s)	0.0	0.0	0.0	11.0	10.7							
Lane LOS				B	B							
Approach Delay (s)	0.0			11.0	10.7							
Approach LOS				B	B							
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			30.0%	ICU Level of Service			A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 32: State Campus Road & Soc Ring Road

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	442	380	0	0	0	142
Future Volume (Veh/h)	442	380	0	0	0	142
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.92	0.92	0.88	0.85
Hourly flow rate (vph)	486	418	0	0	0	167
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			904		695	371
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			904		695	371
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	73
cM capacity (veh/h)			748		381	629
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NB 1</b>		
Volume Total	194	194	515	167		
Volume Left	0	0	0	0		
Volume Right	0	0	418	167		
cSH	1700	1700	1700	629		
Volume to Capacity	0.11	0.11	0.30	0.27		
Queue Length 95th (ft)	0	0	0	27		
Control Delay (s)	0.0	0.0	0.0	12.8		
Lane LOS				B		
Approach Delay (s)	0.0			12.8		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			2.0			
Intersection Capacity Utilization			32.5%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

32 cont.: Soc Ring Road/Campus Access Road Eastbound & U-Turn near Lot D

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	584	0	0	192	0
Future Volume (Veh/h)	0	584	0	0	192	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.50	0.79
Hourly flow rate (vph)	0	635	0	0	384	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				212	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				212	0
tC, single (s)	4.1				*3.4	6.9
tC, 2 stage (s)						
tF (s)	2.2				*2.5	3.3
p0 queue free %	100				70	100
cM capacity (veh/h)	1622				1268	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	212	212	212	384		
Volume Left	0	0	0	384		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1268		
Volume to Capacity	0.12	0.12	0.12	0.30		
Queue Length 95th (ft)	0	0	0	32		
Control Delay (s)	0.0	0.0	0.0	9.1		
Lane LOS				A		
Approach Delay (s)	0.0			9.1		
Approach LOS				A		
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			31.3%	ICU Level of Service	A	
Analysis Period (min)			15			

\* User Entered Value

HCM Unsignalized Intersection Capacity Analysis  
 33: U-Turn near Lot D & Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	237	74	0
Future Volume (Veh/h)	0	0	0	237	74	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.57	0.84	0.92
Hourly flow rate (vph)	0	0	0	416	88	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	139	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	139	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	90	100	
cM capacity (veh/h)			1622	843	1084	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	139	139	139	88		
Volume Left	0	0	0	88		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	843		
Volume to Capacity	0.08	0.08	0.08	0.10		
Queue Length 95th (ft)	0	0	0	9		
Control Delay (s)	0.0	0.0	0.0	9.8		
Lane LOS				A		
Approach Delay (s)	0.0			9.8		
Approach LOS				A		
<b>Intersection Summary</b>						
Average Delay			1.7			
Intersection Capacity Utilization			26.3%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 34: Campus Access Road & Campus Access Road Eastbound

07/26/2024

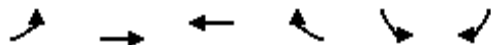


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	630	67	0	0	0	86
Future Volume (Veh/h)	630	67	0	0	0	86
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	926	99	0	0	0	108
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			926		976	358
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			926		976	358
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	83
cM capacity (veh/h)			734		249	638
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NB 1</b>		
Volume Total	370	370	284	108		
Volume Left	0	0	0	0		
Volume Right	0	0	99	108		
cSH	1700	1700	1700	638		
Volume to Capacity	0.22	0.22	0.17	0.17		
Queue Length 95th (ft)	0	0	0	15		
Control Delay (s)	0.0	0.0	0.0	11.8		
Lane LOS				B		
Approach Delay (s)	0.0			11.8		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			25.7%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

34 cont.: Campus Access Road Eastbound & U-Turn near Lot C

07/26/2024

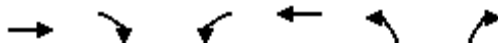


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	716	0	0	59	0
Future Volume (Veh/h)	0	716	0	0	59	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.57	0.92
Hourly flow rate (vph)	0	778	0	0	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				259	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				259	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				85	100
cM capacity (veh/h)	1622				713	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	259	259	259	104		
Volume Left	0	0	0	104		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	713		
Volume to Capacity	0.15	0.15	0.15	0.15		
Queue Length 95th (ft)	0	0	0	13		
Control Delay (s)	0.0	0.0	0.0	10.9		
Lane LOS				B		
Approach Delay (s)	0.0			10.9		
Approach LOS				B		
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			27.5%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 35: U-Turn near Lot C & Campus Access Road Westbound

07/26/2024



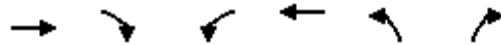
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	236	28	0
Future Volume (Veh/h)	0	0	0	236	28	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.64	0.92
Hourly flow rate (vph)	0	0	0	257	44	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		86	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		86	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	100
cM capacity (veh/h)			1622		912	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	86	86	86	44		
Volume Left	0	0	0	44		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	912		
Volume to Capacity	0.05	0.05	0.05	0.05		
Queue Length 95th (ft)	0	0	0	4		
Control Delay (s)	0.0	0.0	0.0	9.1		
Lane LOS				A		
Approach Delay (s)	0.0			9.1		
Approach LOS				A		
<b>Intersection Summary</b>						
Average Delay			1.3			
Intersection Capacity Utilization			27.7%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes, Volumes, Timings

37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø6	Ø9
Lane Configurations	↑↑				↵					
Traffic Volume (vph)	569	6	0	0	4	0				
Future Volume (vph)	569	6	0	0	4	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00				
Fr t	0.998									
Flt Protected					0.950					
Satd. Flow (prot)	3497	0	0	0	902	0				
Flt Permitted					0.950					
Satd. Flow (perm)	3497	0	0	0	902	0				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)										
Link Speed (mph)	30			30	30					
Link Distance (ft)	302			147	77					
Travel Time (s)	6.9			3.3	1.8					
Peak Hour Factor	0.67	0.67	0.92	0.92	0.50	0.50				
Heavy Vehicles (%)	2%	100%	2%	2%	100%	2%				
Adj. Flow (vph)	849	9	0	0	8	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	858	0	0	0	8	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0	12					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	16			16	16					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)		9	15		15	9				
Number of Detectors	2				1					
Detector Template	Thru				Left					
Leading Detector (ft)	100				20					
Trailing Detector (ft)	0				0					
Detector 1 Position(ft)	0				0					
Detector 1 Size(ft)	6				20					
Detector 1 Type	Cl+Ex				Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)	0.0				0.0					
Detector 1 Queue (s)	0.0				0.0					
Detector 1 Delay (s)	0.0				0.0					
Detector 2 Position(ft)	94									
Detector 2 Size(ft)	6									
Detector 2 Type	Cl+Ex									
Detector 2 Channel										
Detector 2 Extend (s)	0.0									
Turn Type	NA				Prot					
Protected Phases	10!				5!		2	4	6	9
Permitted Phases										
Detector Phase	10				5					
Switch Phase										

# Lanes, Volumes, Timings

## 37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024



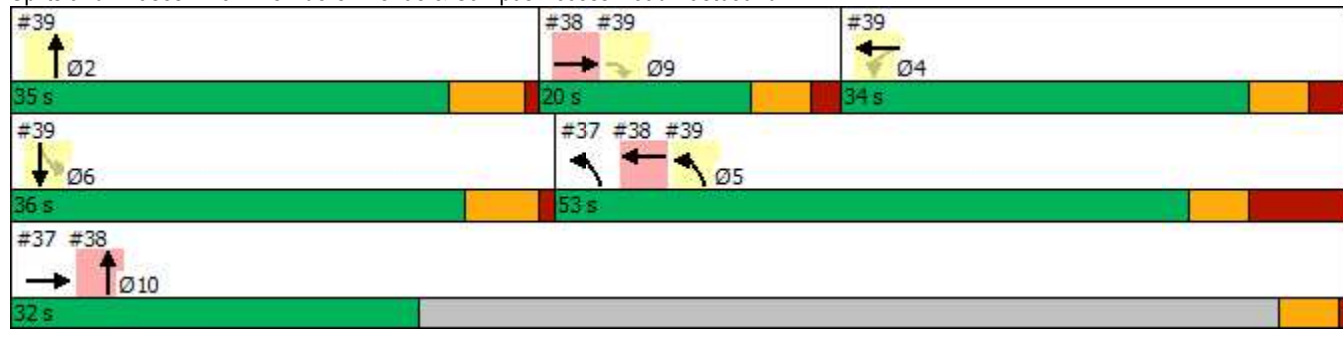
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø6	Ø9
Minimum Initial (s)	5.0				5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	23.0				16.0		32.0	32.0	34.0	19.0
Total Split (s)	32.0				53.0		35.0	34.0	36.0	20.0
Total Split (%)	36.0%				59.6%		39%	38%	40%	22%
Maximum Green (s)	27.0				42.0		29.0	27.0	30.0	14.0
Yellow Time (s)	4.0				4.0		5.0	4.0	5.0	4.0
All-Red Time (s)	1.0				7.0		1.0	3.0	1.0	2.0
Lost Time Adjust (s)	0.0				0.0					
Total Lost Time (s)	5.0				11.0					
Lead/Lag					Lag		Lead		Lead	Lag
Lead-Lag Optimize?					Yes		Yes		Yes	Yes
Vehicle Extension (s)	3.0				3.0		3.0	3.0	3.0	3.0
Recall Mode	None				None		None	None	None	None
Walk Time (s)	7.0						7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0						19.0	18.0	21.0	6.0
Pedestrian Calls (#/hr)	0						0	0	0	0
Act Effct Green (s)	24.1				7.8					
Actuated g/C Ratio	1.00				0.32					
v/c Ratio	0.25				0.03					
Control Delay	0.2				4.5					
Queue Delay	0.0				0.0					
Total Delay	0.2				4.5					
LOS	A				A					
Approach Delay	0.2				4.5					
Approach LOS	A				A					

### Intersection Summary

Area Type: Other  
 Cycle Length: 89  
 Actuated Cycle Length: 24.1  
 Natural Cycle: 85  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.25  
 Intersection Signal Delay: 0.2  
 Intersection LOS: A  
 Intersection Capacity Utilization 33.4%  
 ICU Level of Service A  
 Analysis Period (min) 15

! Phase conflict between lane groups.

### Splits and Phases: 37: Belvidere Avenue & Campus Access Road Eastbound



Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (vph)	0	6	0	0	4	0	0	88	0	0	0	0
Future Volume (vph)	0	6	0	0	4	0	0	88	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	950	0	0	950	0	0	1863	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	950	0	0	950	0	0	1863	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		77			78			1039				128
Travel Time (s)		1.8			1.8			23.6				2.9
Peak Hour Factor	0.92	0.75	0.92	0.92	0.78	0.78	0.92	0.81	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	100%	2%	2%	100%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	8	0	0	5	0	0	109	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	5	0	0	109	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2				
Detector Template		Thru			Thru			Thru				
Leading Detector (ft)		100			100			100				
Trailing Detector (ft)		0			0			0				
Detector 1 Position(ft)		0			0			0				
Detector 1 Size(ft)		6			6			6				
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0				
Detector 1 Queue (s)		0.0			0.0			0.0				
Detector 1 Delay (s)		0.0			0.0			0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type		NA			NA			NA				
Protected Phases		9!			5!			10!				
Permitted Phases												
Detector Phase		9			5			10				
Switch Phase												

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

Lane Group	Ø2	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	2	4	6
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024



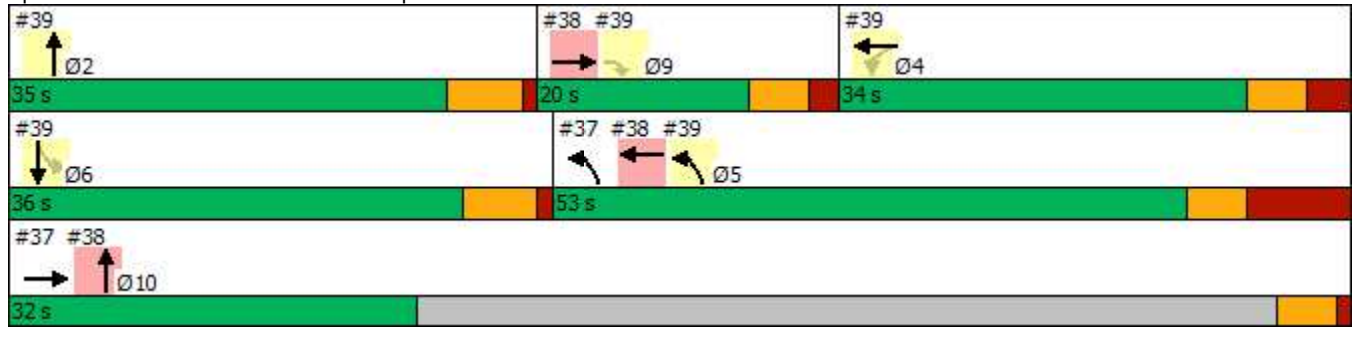
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			5.0			5.0				
Minimum Split (s)		19.0			16.0			23.0				
Total Split (s)		20.0			53.0			32.0				
Total Split (%)		22.5%			59.6%			36.0%				
Maximum Green (s)		14.0			42.0			27.0				
Yellow Time (s)		4.0			4.0			4.0				
All-Red Time (s)		2.0			7.0			1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			11.0			5.0				
Lead/Lag		Lag			Lag							
Lead-Lag Optimize?		Yes			Yes							
Vehicle Extension (s)		3.0			3.0			3.0				
Recall Mode		None			None			None				
Walk Time (s)		7.0						7.0				
Flash Dont Walk (s)		6.0						11.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)		6.9			7.8			24.1				
Actuated g/C Ratio		0.29			0.32			1.00				
v/c Ratio		0.03			0.02			0.06				
Control Delay		12.8			1.8			0.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		12.8			1.8			0.1				
LOS		B			A			A				
Approach Delay		12.8			1.8			0.1				
Approach LOS		B			A			A				

Intersection Summary

Area Type:	Other
Cycle Length:	89
Actuated Cycle Length:	24.1
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	1.0
Intersection LOS:	A
Intersection Capacity Utilization:	22.1%
ICU Level of Service:	A
Analysis Period (min):	15

! Phase conflict between lane groups.

Splits and Phases: 38: I-85 NB off ramp & Belvidere Avenue



Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

Lane Group	Ø2	Ø4	Ø6
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	34.0
Total Split (s)	35.0	34.0	36.0
Total Split (%)	39%	38%	40%
Maximum Green (s)	29.0	27.0	30.0
Yellow Time (s)	5.0	4.0	5.0
All-Red Time (s)	1.0	3.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead		Lead
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	19.0	18.0	21.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	6	6	0	24	4	147	4	16	166	0
Future Volume (vph)	0	0	6	6	0	24	4	147	4	16	166	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt			0.865		0.850			0.996				
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	822	1865	1583	0	902	1918	0	1805	1944	0
Flt Permitted				0.950			0.950			0.640		
Satd. Flow (perm)	0	0	822	1865	1583	0	902	1918	0	1216	1944	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			647		707			2				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		78			312			1042				1419
Travel Time (s)		1.8			7.1			23.7				32.3
Peak Hour Factor	0.92	0.88	0.88	0.75	0.75	0.75	0.81	0.81	0.81	0.83	0.83	0.83
Heavy Vehicles (%)	2%	100%	100%	0%	2%	2%	100%	2%	0%	0%	1%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	0	0	7	8	0	32	5	181	5	19	200	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	7	8	32	0	5	186	0	19	200	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2		1	2		1	2	
Detector Template			Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)			20	20	100		20	100		20	100	
Trailing Detector (ft)			0	0	0		0	0		0	0	
Detector 1 Position(ft)			0	0	0		0	0		0	0	
Detector 1 Size(ft)			20	20	6		20	6		20	6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type			Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases					4!		5!	2				6!
Permitted Phases			9	4!						6!		

Lanes, Volumes, Timings  
39: Brevator Street & Belvidere Avenue

07/26/2024

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	



Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/26/2024

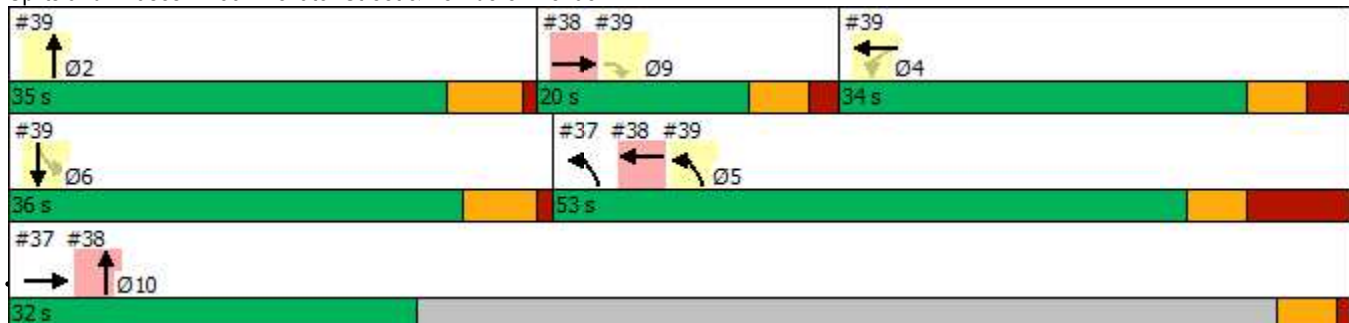


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			9	4	4		5	2		6	6	
Switch Phase												
Minimum Initial (s)			5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)			19.0	32.0	32.0		16.0	32.0		34.0	34.0	
Total Split (s)			20.0	34.0	34.0		53.0	35.0		36.0	36.0	
Total Split (%)			22.5%	38.2%	38.2%		59.6%	39.3%		40.4%	40.4%	
Maximum Green (s)			14.0	27.0	27.0		42.0	29.0		30.0	30.0	
Yellow Time (s)			4.0	4.0	4.0		4.0	5.0		5.0	5.0	
All-Red Time (s)			2.0	3.0	3.0		7.0	1.0		1.0	1.0	
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)			6.0	7.0	7.0		11.0	6.0		6.0	6.0	
Lead/Lag			Lag				Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes				Yes	Yes		Yes	Yes	
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode			None	None	None		None	None		None	None	
Walk Time (s)			7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)			6.0	18.0	18.0		19.0	19.0		21.0	21.0	
Pedestrian Calls (#/hr)			0	0	0		0	0		0	0	
Act Effct Green (s)			6.9	12.9	12.9		7.8	11.7		20.6	20.6	
Actuated g/C Ratio			0.29	0.54	0.54		0.32	0.49		0.85	0.85	
v/c Ratio			0.01	0.01	0.03		0.02	0.20		0.02	0.12	
Control Delay			0.2	13.0	0.0		9.2	8.1		6.6	5.3	
Queue Delay			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay			0.2	13.0	0.0		9.2	8.1		6.6	5.3	
LOS			A	B	A		A	A		A	A	
Approach Delay		0.2			2.6			8.2			5.4	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 89  
 Actuated Cycle Length: 24.1  
 Natural Cycle: 85  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.25  
 Intersection Signal Delay: 6.3  
 Intersection LOS: A  
 Intersection Capacity Utilization 32.9%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 39: Brevator Street & Belvidere Avenue



Lane Group	Ø10
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	23.0
Total Split (s)	32.0
Total Split (%)	36%
Maximum Green (s)	27.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings  
40: Magazine Street/Tudor Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	5	690	48	18	977	4	60	1	9	2	1	6
Future Volume (vph)	5	690	48	18	977	4	60	1	9	2	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.999			0.982			0.910	
Flt Protected					0.999			0.959			0.990	
Satd. Flow (prot)	0	3657	0	0	3687	0	0	1774	0	0	1712	0
Flt Permitted		0.950			0.937			0.741			0.937	
Satd. Flow (perm)	0	3474	0	0	3458	0	0	1371	0	0	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			1			9			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		577			395			314			488	
Travel Time (s)		13.1			9.0			7.1			11.1	
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.65	0.65	0.65	0.38	0.38	0.38
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	719	50	19	1051	4	92	2	14	5	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	774	0	0	1074	0	0	108	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

# Lanes, Volumes, Timings

## 40: Magazine Street/Tudor Road & Western Avenue

07/26/2024

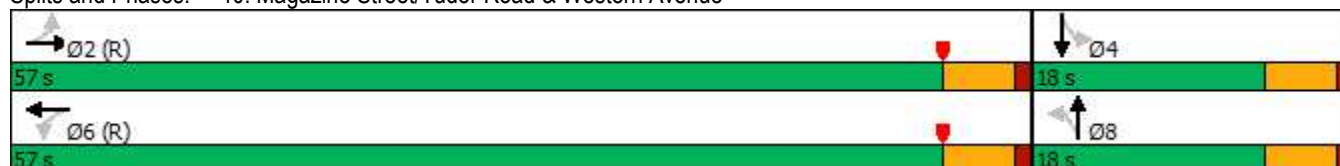


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.0	25.0		31.0	31.0		31.0	31.0		31.0	31.0	
Total Split (s)	57.0	57.0		57.0	57.0		18.0	18.0		18.0	18.0	
Total Split (%)	76.0%	76.0%		76.0%	76.0%		24.0%	24.0%		24.0%	24.0%	
Maximum Green (s)	52.0	52.0		52.0	52.0		13.0	13.0		13.0	13.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
<b>Lead/Lag</b>												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		19.0	19.0		19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		55.5			55.5			13.1			13.1	
Actuated g/C Ratio		0.74			0.74			0.17			0.17	
v/c Ratio		0.30			0.42			0.44			0.08	
Control Delay		5.5			6.6			28.9			13.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.5			6.6			28.9			13.2	
LOS		A			A			C			B	
Approach Delay		5.5			6.6			28.9			13.2	
Approach LOS		A			A			C			B	

### Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	15 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.44
Intersection Signal Delay:	7.5
Intersection LOS:	A
Intersection Capacity Utilization:	58.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 40: Magazine Street/Tudor Road & Western Avenue



Lanes, Volumes, Timings

41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	↕
Traffic Volume (vph)	89	613	16	6	788	18	13	27	20	58	43	284
Future Volume (vph)	89	613	16	6	788	18	13	27	20	58	43	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	16	12	11	12	12	12	16
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.997			0.997			0.956				0.850
Fl <sub>t</sub> Protected		0.994						0.989		0.950		
Satd. Flow (prot)	0	3661	0	0	3646	0	0	1720	0	1787	1900	1830
Fl <sub>t</sub> Permitted		0.744			0.950			0.942		0.709		
Satd. Flow (perm)	0	2740	0	0	3464	0	0	1638	0	1334	1900	1830
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			5			24				98
Link Speed (mph)		30			30			25				25
Link Distance (ft)		312			732			334				1048
Travel Time (s)		7.1			16.6			9.1				28.6
Peak Hour Factor	0.97	0.97	0.97	0.88	0.88	0.88	0.83	0.83	0.83	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	0%	0%	2%	3%	0%	0%	3%	1%	0%	0%
Adj. Flow (vph)	92	632	16	7	895	20	16	33	24	74	55	364
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	740	0	0	922	0	0	73	0	74	55	364
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	0.85	1.00	1.04	1.00	1.00	1.00	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm

# Lanes, Volumes, Timings

## 41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024

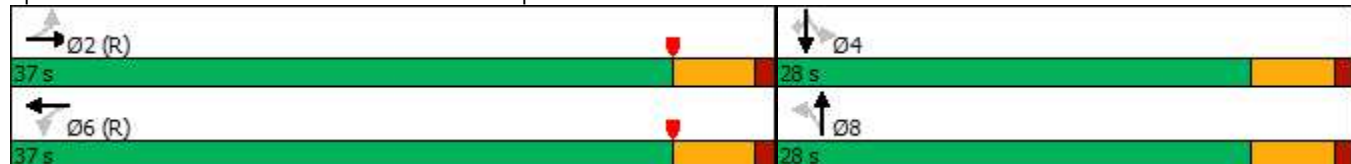


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	23.0	23.0		29.0	29.0		23.0	23.0		28.0	28.0	28.0
Total Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	56.9%	56.9%		56.9%	56.9%		43.1%	43.1%		43.1%	43.1%	43.1%
Maximum Green (s)	32.0	32.0		32.0	32.0		23.0	23.0		23.0	23.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		17.0	17.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)	5	5		5	5					5	5	5
Act Effct Green (s)		38.8			38.8			16.2		16.2	16.2	16.2
Actuated g/C Ratio		0.60			0.60			0.25		0.25	0.25	0.25
v/c Ratio		0.45			0.45			0.17		0.22	0.12	0.69
Control Delay		9.4			9.0			13.1		18.9	17.1	22.1
Queue Delay		0.0			0.0			0.0		0.0	0.0	0.0
Total Delay		9.4			9.0			13.1		18.9	17.1	22.1
LOS		A			A			B		B	B	C
Approach Delay		9.4			9.0			13.1			21.1	
Approach LOS		A			A			B			C	

### Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 33 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 11.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

### Splits and Phases: 41: Hillcrest Avenue/State Campus Road & Western Avenue



Lanes, Volumes, Timings  
42: Western Avenue & Campus Access Road

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations		↕↕	↕↔		↔	↔	
Traffic Volume (vph)	32	658	793	47	57	24	
Future Volume (vph)	32	658	793	47	57	24	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	11	
Storage Length (ft)	0			0	0	110	
Storage Lanes	0			0	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Frt			0.992			0.850	
Flt Protected		0.998			0.950		
Satd. Flow (prot)	0	3535	3509	0	1745	1561	
Flt Permitted		0.874			0.950		
Satd. Flow (perm)	0	3096	3509	0	1745	1561	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			17			31	
Link Speed (mph)		30	30		30		
Link Distance (ft)		732	209		810		
Travel Time (s)		16.6	4.8		18.4		
Peak Hour Factor	0.93	0.93	0.89	0.89	0.78	0.78	
Heavy Vehicles (%)	0%	2%	2%	3%	0%	0%	
Adj. Flow (vph)	34	708	891	53	73	31	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	742	944	0	73	31	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		11		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	Perm	NA	NA		Prot	Perm	

# Lanes, Volumes, Timings

## 42: Western Avenue & Campus Access Road

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Protected Phases		2	6		4		1
Permitted Phases	2						4
Detector Phase	2	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.0	26.0	26.0		26.0	26.0	13.0
Total Split (s)	27.0	27.0	48.0		17.0	17.0	21.0
Total Split (%)	41.5%	41.5%	73.8%		26.2%	26.2%	32%
Maximum Green (s)	19.0	19.0	40.0		9.0	9.0	13.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min	Min		None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5		5	5	
Act Effct Green (s)		33.9	33.9		8.8	8.8	
Actuated g/C Ratio		0.71	0.71		0.18	0.18	
v/c Ratio		0.34	0.38		0.23	0.10	
Control Delay		7.4	7.4		20.1	8.6	
Queue Delay		0.0	0.1		0.0	0.0	
Total Delay		7.4	7.6		20.1	8.6	
LOS		A	A		C	A	
Approach Delay		7.4	7.6		16.7		
Approach LOS		A	A		B		

### Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 47.9  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.38  
 Intersection Signal Delay: 8.0  
 Intersection Capacity Utilization 59.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

### Splits and Phases: 42: Western Avenue & Campus Access Road





Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

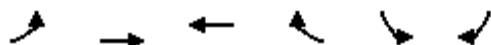
07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↖	↗
Traffic Volume (vph)	60	706	730	81	80	99
Future Volume (vph)	60	706	730	81	80	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	10	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.985			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	3643	3486	0	1652	1794
Flt Permitted		0.817			0.950	
Satd. Flow (perm)	0	2988	3486	0	1652	1794
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		776	1554		1042	
Travel Time (s)		17.6	35.3		23.7	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.86	0.86
Adj. Flow (vph)	65	759	839	93	93	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	824	932	0	93	115
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	1.09	0.85
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		8	
Permitted Phases	2					8
Detector Phase	2	2	6		8	8
Switch Phase						

Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/26/2024

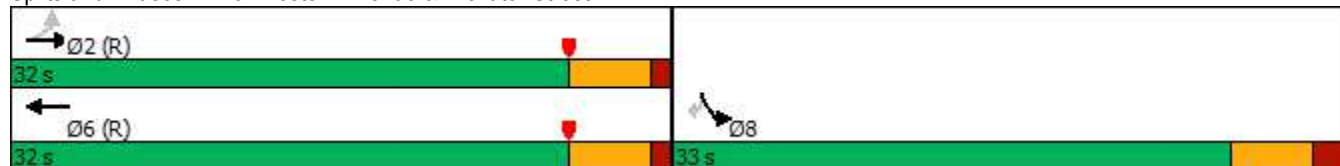


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	23.0	23.0	32.0		31.0	31.0
Total Split (s)	32.0	32.0	32.0		33.0	33.0
Total Split (%)	49.2%	49.2%	49.2%		50.8%	50.8%
Maximum Green (s)	27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			20.0		18.0	18.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		45.5	45.5		12.3	12.3
Actuated g/C Ratio		0.70	0.70		0.19	0.19
v/c Ratio		0.39	0.38		0.30	0.34
Control Delay		7.5	9.9		22.9	23.6
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		7.5	9.9		22.9	23.6
LOS		A	A		C	C
Approach Delay		7.5	9.9		23.3	
Approach LOS		A	A		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 47 (72%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.39  
 Intersection Signal Delay: 10.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 64.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 43: Western Avenue & Brevator Street



Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	8	691	9	0	831	36	1	1	1	20	2	3
Future Volume (vph)	8	691	9	0	831	36	1	1	1	20	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	13	13	12	12	12	16	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.998			0.994			0.955			0.984	
Flt Protected		0.999						0.984			0.962	
Satd. Flow (prot)	0	3648	0	0	3635	0	0	1785	0	0	1775	0
Flt Permitted		0.944									0.894	
Satd. Flow (perm)	0	3447	0	0	3635	0	0	1814	0	0	1649	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		2			8							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1554			291			499			1509	
Travel Time (s)		35.3			6.6			11.3			34.3	
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.38	0.38	0.38	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	11%
Adj. Flow (vph)	9	768	10	0	894	39	3	3	3	26	3	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	787	0	0	933	0	0	9	0	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			-75			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	1.00	0.96	0.96	1.00	1.00	1.00	0.85	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			3			4	
Permitted Phases	2			6			3			4		
Detector Phase	2	2		6	6		3	3		4	4	

Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/26/2024

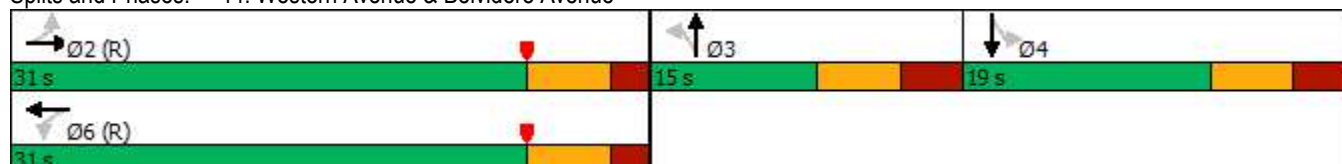


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.0	24.0		31.0	31.0		25.0	25.0		33.0	33.0	
Total Split (s)	31.0	31.0		31.0	31.0		15.0	15.0		19.0	19.0	
Total Split (%)	47.7%	47.7%		47.7%	47.7%		23.1%	23.1%		29.2%	29.2%	
Maximum Green (s)	25.0	25.0		25.0	25.0		8.0	8.0		12.0	12.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			7.0			7.0	
<b>Lead/Lag</b>							<b>Lead</b>	<b>Lead</b>		<b>Lag</b>	<b>Lag</b>	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		18.0	18.0					19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5					5	5	
Act Effct Green (s)		52.8			52.8			8.0			8.8	
Actuated g/C Ratio		0.81			0.81			0.12			0.14	
v/c Ratio		0.28			0.32			0.04			0.15	
Control Delay		5.5			6.2			25.7			25.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.5			6.2			25.7			25.7	
LOS		A			A			C			C	
Approach Delay		5.5			6.2			25.7			25.7	
Approach LOS		A			A			C			C	

**Intersection Summary**

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	31 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.32
Intersection Signal Delay:	6.3
Intersection LOS:	A
Intersection Capacity Utilization:	42.5%
ICU Level of Service:	A
Analysis Period (min):	15

**Splits and Phases: 44: Western Avenue & Belvidere Avenue**



No Build PM Peak Synchro Reports

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	608	217	170	761	37	258	112	118	163	101	44
Future Volume (vph)	28	608	217	170	761	37	258	112	118	163	101	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	13	12	12	12	12	11	11	12
Storage Length (ft)	160		0	175		0	260		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor		0.99		1.00	1.00		1.00	0.99		0.99	0.99	
Frt		0.961			0.993			0.923			0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3269	0	1728	3556	0	1787	1698	0	3351	1731	0
Flt Permitted	0.226			0.128			0.950			0.950		
Satd. Flow (perm)	415	3269	0	232	3556	0	1779	1698	0	3304	1731	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		352			573			439			309	
Travel Time (s)		8.0			13.0			10.0			7.0	
Confl. Peds. (#/hr)	7		3	3		7	4		8	8		4
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	4%	9%	1%	4%	3%	1%	2%	2%	1%	1%	0%
Adj. Flow (vph)	30	647	231	183	818	40	287	124	131	181	112	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	878	0	183	858	0	287	255	0	181	161	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.04	0.96	1.00	1.00	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024

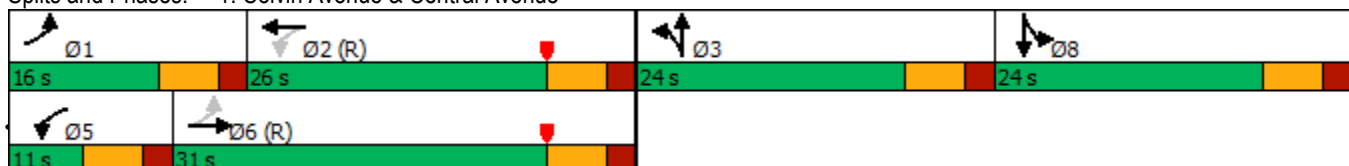


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		3	3		8	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		3	3		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	16.0	24.0		11.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	16.0	31.0		11.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	17.8%	34.4%		12.2%	28.9%		26.7%	26.7%		26.7%	26.7%	
Maximum Green (s)	10.0	25.0		5.0	20.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	32.3	25.8		38.0	33.7		17.1	17.1		13.4	13.4	
Actuated g/C Ratio	0.36	0.29		0.42	0.37		0.19	0.19		0.15	0.15	
v/c Ratio	0.12	0.94		0.71	0.64		0.85	0.79		0.36	0.62	
Control Delay	16.8	50.2		39.5	29.4		58.6	53.6		35.6	46.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.8	50.2		39.5	29.4		58.6	53.6		35.6	46.1	
LOS	B	D		D	C		E	D		D	D	
Approach Delay		49.1			31.2			56.3			40.5	
Approach LOS		D			C			E			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 20 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 42.9      Intersection LOS: D  
 Intersection Capacity Utilization 76.5%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Colvin Avenue & Central Avenue



Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	703	81	0	1015	46	0	0	0	125	0	160
Future Volume (vph)	36	703	81	0	1015	46	0	0	0	125	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11	11	11	16	16	16	12	12	12
Storage Length (ft)	190		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt			0.850		0.993							0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1636	3455	1516	0	3397	0	0	0	0	1805	0	1599
Flt Permitted	0.185									0.950		
Satd. Flow (perm)	319	3455	1516	0	3397	0	0	0	0	1805	0	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92		7							98
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		581			960			697			119	
Travel Time (s)		13.2			21.8			15.8			2.7	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	3%	1%	3%	2%	2%	0%	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	41	799	92	0	1103	50	0	0	0	160	0	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	799	92	0	1153	0	0	0	0	160	0	205
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.09	1.04	1.04	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2					1		1
Detector Template	Left	Thru	Right		Thru					Left		Right
Leading Detector (ft)	20	100	20		100					20		20
Trailing Detector (ft)	0	0	0		0					0		0
Detector 1 Position(ft)	0	0	0		0					0		0
Detector 1 Size(ft)	20	6	20		6					20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												



# Lanes, Volumes, Timings

## 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm		NA					Perm		pt+ov
Protected Phases	5	2			6							5 8
Permitted Phases	2		2							4		4 8
Detector Phase	5	2	2		6					4		5 8
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0		10.0					8.0		
Minimum Split (s)	14.0	24.0	24.0		25.0					24.0		
Total Split (s)	14.0	93.0	93.0		79.0					27.0		
Total Split (%)	11.7%	77.5%	77.5%		65.8%					22.5%		
Maximum Green (s)	8.0	87.0	87.0		73.0					21.0		
Yellow Time (s)	5.0	5.0	5.0		5.0					4.0		
All-Red Time (s)	1.0	1.0	1.0		1.0					2.0		
Lost Time Adjust (s)	0.0	0.0	0.0		0.0					0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0					6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.5	2.5	2.5		2.2					2.5		
Recall Mode	None	C-Max	C-Max		C-Max					None		
Walk Time (s)					7.0							
Flash Dont Walk (s)					12.0							
Pedestrian Calls (#/hr)					5							
Act Effct Green (s)	92.6	92.6	92.6		78.6					15.4		29.4
Actuated g/C Ratio	0.77	0.77	0.77		0.66					0.13		0.24
v/c Ratio	0.12	0.30	0.08		0.52					0.69		0.44
Control Delay	4.7	4.7	1.0		12.3					65.1		21.8
Queue Delay	0.0	0.0	0.0		0.0					0.0		0.0
Total Delay	4.7	4.7	1.0		12.3					65.1		21.8
LOS	A	A	A		B					E		C
Approach Delay		4.4			12.3						40.8	
Approach LOS		A			B						D	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 112 (93%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 13.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 49.4%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue



## Lanes, Volumes, Timings

### 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

Lane Group	Ø8
Detector 2 Extend (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	22.5
Total Split (s)	27.0
Total Split (%)	23%
Maximum Green (s)	25.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

# HCM Unsignalized Intersection Capacity Analysis

## 4: Washington Avenue & Campus Access Rd WB Ramp

07/26/2024

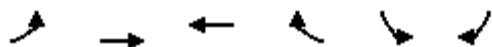


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (veh/h)	0	842	605	0	0	455
Future Volume (Veh/h)	0	842	605	0	0	455
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.74	0.74
Hourly flow rate (vph)	0	936	672	0	0	615
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	None			
Median storage (veh)		2				
Upstream signal (ft)		960				
pX, platoon unblocked					0.96	
vC, conflicting volume	672				1140	336
vC1, stage 1 conf vol					672	
vC2, stage 2 conf vol					468	
vCu, unblocked vol	672				1062	336
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	7
cM capacity (veh/h)	915				412	663
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	468	468	336	336	615	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	615	
cSH	1700	1700	1700	1700	663	
Volume to Capacity	0.28	0.28	0.20	0.20	0.93	
Queue Length 95th (ft)	0	0	0	0	312	
Control Delay (s)	0.0	0.0	0.0	0.0	44.5	
Lane LOS					E	
Approach Delay (s)	0.0		0.0		44.5	
Approach LOS					E	
Intersection Summary						
Average Delay			12.3			
Intersection Capacity Utilization			51.6%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Campus Access Road & Patroon Creek Blvd. W.

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			TTTB			T
Traffic Volume (veh/h)	0	0	1002	54	0	98
Future Volume (Veh/h)	0	0	1002	54	0	98
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.82	0.82	0.77	0.77
Hourly flow rate (vph)	0	0	1222	66	0	127
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1288				1255	338
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1288				1255	338
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	81
cM capacity (veh/h)	534				164	660
Direction, Lane #	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	349	349	349	241	127	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	66	127	
cSH	1700	1700	1700	1700	660	
Volume to Capacity	0.21	0.21	0.21	0.14	0.19	
Queue Length 95th (ft)	0	0	0	0	18	
Control Delay (s)	0.0	0.0	0.0	0.0	11.7	
Lane LOS					B	
Approach Delay (s)	0.0				11.7	
Approach LOS					B	
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			28.2%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Campus Access Road & Washington Avenue Eastbound Ramp

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	532	0	0	197	0
Future Volume (Veh/h)	0	532	0	0	197	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.67	0.67	0.92	0.92	0.87	0.87
Hourly flow rate (vph)	0	794	0	0	226	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				265	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				265	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				68	100
cM capacity (veh/h)	1622				708	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	265	265	265	226		
Volume Left	0	0	0	226		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	708		
Volume to Capacity	0.16	0.16	0.16	0.32		
Queue Length 95th (ft)	0	0	0	34		
Control Delay (s)	0.0	0.0	0.0	12.5		
Lane LOS				B		
Approach Delay (s)	0.0			12.5		
Approach LOS				B		
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			32.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 6th TWSC

7: Campus Access Rd WB Ramp/Patroon Creek Boulevard E. & Campus Access Road 07/26/2024

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↑↑↑	↗						↗
Traffic Vol, veh/h	0	0	0	455	939	124	0	0	0	0	0	125
Future Vol, veh/h	0	0	0	455	939	124	0	0	0	0	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	82	82	82	92	92	92	70	70	70
Heavy Vehicles, %	2	2	2	1	1	3	2	2	2	2	2	1
Mvmt Flow	0	0	0	555	1145	151	0	0	0	0	0	179

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	-	573
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.32	-	-	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.11	-	-	-	-	3.91
Pot Cap-1 Maneuver	-	-	0	0	0	398
Stage 1	-	-	0	0	0	-
Stage 2	-	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	0	398
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		21.2
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	398
HCM Lane V/C Ratio	-	-	0.449
HCM Control Delay (s)	-	-	21.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2.3

# HCM Unsignalized Intersection Capacity Analysis

## 8: U-Turn near Lot N & Campus Access Road/Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑↑	↘	
Traffic Volume (veh/h)	0	0	0	1077	442	0
Future Volume (Veh/h)	0	0	0	1077	442	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.68	0.68
Hourly flow rate (vph)	0	0	0	1210	650	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	302	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	302	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	2	100	
cM capacity (veh/h)			1622	665	1084	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>WB 4</b>	<b>NB 1</b>	
Volume Total	302	302	302	302	650	
Volume Left	0	0	0	0	650	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	665	
Volume to Capacity	0.18	0.18	0.18	0.18	0.98	
Queue Length 95th (ft)	0	0	0	0	368	
Control Delay (s)	0.0	0.0	0.0	0.0	54.4	
Lane LOS					F	
Approach Delay (s)	0.0				54.4	
Approach LOS					F	
<b>Intersection Summary</b>						
Average Delay			19.0			
Intersection Capacity Utilization			60.1%	ICU Level of Service	B	
Analysis Period (min)			15			



# HCM Unsignalized Intersection Capacity Analysis

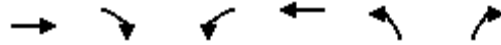
## 9: Campus Access Road Eastbound/Campus Access Road & U-Turn near Lot N

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	486	0	0	169	0
Future Volume (Veh/h)	0	486	0	0	169	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	0	694	0	0	211	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				231	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				231	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				71	100
cM capacity (veh/h)	1622				736	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	231	231	231	211		
Volume Left	0	0	0	211		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	736		
Volume to Capacity	0.14	0.14	0.14	0.29		
Queue Length 95th (ft)	0	0	0	30		
Control Delay (s)	0.0	0.0	0.0	11.8		
Lane LOS				B		
Approach Delay (s)	0.0			11.8		
Approach LOS				B		
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			33.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 10: Washington Avenue Ramp & Route 85 Off-Ramp/Washington Ave Ramp/Route 85 Southbound Off-R



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↑	
Traffic Volume (veh/h)	0	0	0	283	272	0
Future Volume (Veh/h)	0	0	0	283	272	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	308	296	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	308	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	308	0	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	57	100	
cM capacity (veh/h)			1623	684	1085	
Direction, Lane #	WB 1	NB 1				
Volume Total	308	296				
Volume Left	0	296				
Volume Right	0	0				
cSH	1700	684				
Volume to Capacity	0.18	0.43				
Queue Length 95th (ft)	0	55				
Control Delay (s)	0.0	14.2				
Lane LOS			B			
Approach Delay (s)	0.0	14.2				
Approach LOS			B			
Intersection Summary						
Average Delay			7.0			
Intersection Capacity Utilization			47.7%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↕↕						↔↔	
Traffic Vol, veh/h	20	737	129	0	894	5	0	0	0	0	0	22
Future Vol, veh/h	20	737	129	0	894	5	0	0	0	0	0	22
Conflicting Peds, #/hr	5	0	0	0	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	108540	1856	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	92	92	92	75	75	75
Heavy Vehicles, %	0	2	1	0	2	0	2	2	2	0	0	0
Mvmt Flow	22	792	139	0	972	5	0	0	0	0	0	29

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	982	0	0	-	-	0		1420	1955	494
Stage 1	-	-	-	-	-	-		980	980	-
Stage 2	-	-	-	-	-	-		440	975	-
Critical Hdwy	4.1	-	-	-	-	-		6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-		5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.8	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	711	-	-	0	-	-		130	65	526
Stage 1	-	-	-	0	-	-		329	331	-
Stage 2	-	-	-	0	-	-		622	332	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	708	-	-	-	-	-		120	0	523
Mov Cap-2 Maneuver	-	-	-	-	-	-		120	0	-
Stage 1	-	-	-	-	-	-		305	0	-
Stage 2	-	-	-	-	-	-		619	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	708	-	-	-	-	523
HCM Lane V/C Ratio	0.03	-	-	-	-	0.056
HCM Control Delay (s)	10.2	0.3	-	-	-	12.3
HCM Lane LOS	B	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.2

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	147	607	789	180	267	181
Future Volume (vph)	147	607	789	180	267	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	11	12
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor			0.99		0.99	0.98
Frt			0.972			0.850
Flt Protected		0.990			0.950	
Satd. Flow (prot)	0	3621	3434	0	1728	1599
Flt Permitted		0.574			0.950	
Satd. Flow (perm)	0	2099	3434	0	1716	1572
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		743	2354		350	
Travel Time (s)		16.9	53.5		8.0	
Confl. Peds. (#/hr)	4			4	7	5
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.97	0.97	0.90	0.90	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	0%	1%	1%
Adj. Flow (vph)	152	626	877	200	310	210
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	778	1077	0	310	210
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	1.00	1.04	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	Perm

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024

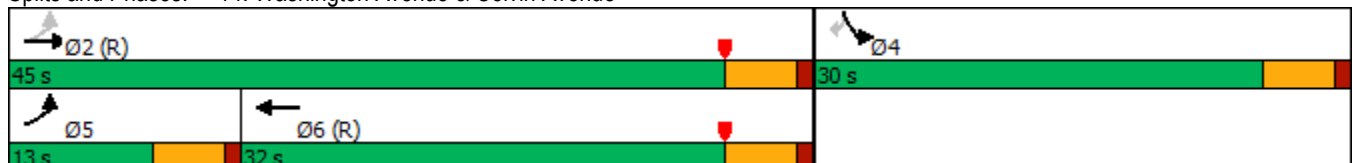


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	13.0	23.0	25.0		29.0	29.0
Total Split (s)	13.0	45.0	32.0		30.0	30.0
Total Split (%)	17.3%	60.0%	42.7%		40.0%	40.0%
Maximum Green (s)	8.0	40.0	27.0		25.0	25.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	5.0	5.0		5.0	5.0
Recall Mode	None	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			13.0		17.0	17.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		44.7	44.7		20.3	20.3
Actuated g/C Ratio		0.60	0.60		0.27	0.27
v/c Ratio		0.62	0.53		0.66	0.49
Control Delay		13.6	10.9		30.9	26.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		13.6	10.9		30.9	26.2
LOS		B	B		C	C
Approach Delay		13.6	10.9		29.0	
Approach LOS		B	B		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 40 (53%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 15.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 76.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 14: Washington Avenue & Colvin Avenue



Lanes, Volumes, Timings  
 15: Manning Boulevard & Washington Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	479	222	12	728	8	241	65	19	11	104	90
Future Volume (vph)	69	479	222	12	728	8	241	65	19	11	104	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	11	10	12	11	11	12
Storage Length (ft)	200		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	1.00		0.99	1.00		1.00		0.98
Frt		0.952			0.998			0.967				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1589	3354	0	1685	3532	0	1711	1682	0	1601	1837	1538
Flt Permitted	0.217			0.253			0.474			0.699		
Satd. Flow (perm)	362	3354	0	448	3532	0	846	1682	0	1176	1837	1504
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		121										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2354			640			535				154
Travel Time (s)		53.5			14.5			12.2				3.5
Confl. Peds. (#/hr)	8		3	3		8	14		2	2		14
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.93	0.93	0.93	0.78	0.78	0.78
Growth Factor	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	2%	1%	0%	2%	0%	2%	2%	0%	9%	0%	5%
Adj. Flow (vph)	37	515	239	13	818	9	259	70	20	14	133	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	754	0	13	827	0	259	90	0	14	133	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	1.00	1.00	1.04	1.09	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

# Lanes, Volumes, Timings

## 15: Manning Boulevard & Washington Avenue

07/26/2024

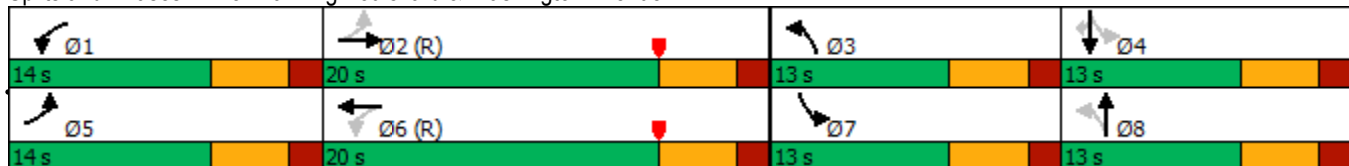


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	8.0	10.0		8.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	29.0
Total Split (s)	14.0	20.0		14.0	20.0		13.0	13.0		13.0	13.0	13.0
Total Split (%)	23.3%	33.3%		23.3%	33.3%		21.7%	21.7%		21.7%	21.7%	21.7%
Maximum Green (s)	9.0	15.0		9.0	15.0		8.0	8.0		8.0	8.0	8.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	Min
Walk Time (s)	7.0			7.0			7.0			7.0		7.0
Flash Dont Walk (s)	13.0			13.0			17.0			17.0		17.0
Pedestrian Calls (#/hr)	5			5			5			5		5
Act Effct Green (s)	28.0	26.4		27.0	23.8		20.0	18.4		16.0	8.0	8.0
Actuated g/C Ratio	0.47	0.44		0.45	0.40		0.33	0.31		0.27	0.13	0.13
v/c Ratio	0.11	0.49		0.04	0.59		0.65	0.17		0.04	0.55	0.57
Control Delay	9.2	12.7		8.6	19.4		26.4	19.0		13.4	33.7	37.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	9.2	12.7		8.6	19.4		26.4	19.0		13.4	33.7	37.8
LOS	A	B		A	B		C	B		B	C	D
Approach Delay	12.6			19.2			24.5			34.4		
Approach LOS	B			B			C			C		

### Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 54 (90%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 19.5      Intersection LOS: B  
 Intersection Capacity Utilization 58.1%      ICU Level of Service B  
 Analysis Period (min) 15

### Splits and Phases: 15: Manning Boulevard & Washington Avenue



# HCM Unsignalized Intersection Capacity Analysis

## 16: Campus Access Road/Campus Access Road Southbound & U-Turn near Lot Y

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	30	0	0	0	0	384
Future Volume (Veh/h)	30	0	0	0	0	384
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.66	0.66	0.92	0.92	0.96	0.96
Hourly flow rate (vph)	45	0	0	0	0	400
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1070					
pX, platoon unblocked						
vC, conflicting volume	133	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	133	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	853	1084			1622	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	45	133	133	133		
Volume Left	45	0	0	0		
Volume Right	0	0	0	0		
cSH	853	1700	1700	1700		
Volume to Capacity	0.05	0.08	0.08	0.08		
Queue Length 95th (ft)	4	0	0	0		
Control Delay (s)	9.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.5	0.0				
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			1.0			
Intersection Capacity Utilization			31.9%	ICU Level of Service	A	
Analysis Period (min)			15			



# HCM Unsignalized Intersection Capacity Analysis

## 18: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷↷↷		
Traffic Volume (veh/h)	274	0	0	215	0	0
Future Volume (Veh/h)	274	0	0	215	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.58	0.58	0.72	0.72	0.92	0.92
Hourly flow rate (vph)	472	0	0	299	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	47	100	100			
cM capacity (veh/h)	891	1084	1622			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>NB 3</b>		
Volume Total	472	100	100	100		
Volume Left	472	0	0	0		
Volume Right	0	0	0	0		
cSH	891	1700	1700	1700		
Volume to Capacity	0.53	0.06	0.06	0.06		
Queue Length 95th (ft)	80	0	0	0		
Control Delay (s)	13.5	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	13.5	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			8.3			
Intersection Capacity Utilization			74.8%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 19: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	35	0	0	0	0	371
Future Volume (Veh/h)	35	0	0	0	0	371
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.71	0.71	0.92	0.92	0.79	0.79
Hourly flow rate (vph)	49	0	0	0	0	470
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	157	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	157	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			100	
cM capacity (veh/h)	825	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	49	157	157	157		
Volume Left	49	0	0	0		
Volume Right	0	0	0	0		
cSH	825	1700	1700	1700		
Volume to Capacity	0.06	0.09	0.09	0.09		
Queue Length 95th (ft)	5	0	0	0		
Control Delay (s)	9.6	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.6	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			18.7%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 20: Campus Access Road & Route 85 Southbound Off-Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	69	0	0	0	0	423
Future Volume (Veh/h)	69	0	0	0	0	423
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	91	0	0	0	0	529
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	176	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	176	0			0	
tC, single (s)	*4.3	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			100	
cM capacity (veh/h)	907	1084			1622	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	91	176	176	176		
Volume Left	91	0	0	0		
Volume Right	0	0	0	0		
cSH	907	1700	1700	1700		
Volume to Capacity	0.10	0.10	0.10	0.10		
Queue Length 95th (ft)	8	0	0	0		
Control Delay (s)	9.4	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.4	0.0				
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			1.4			
Intersection Capacity Utilization			18.7%		ICU Level of Service	A
Analysis Period (min)			15			

\* User Entered Value

# HCM Unsignalized Intersection Capacity Analysis

## 21: Campus Access Road & Brevator Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗			
Traffic Volume (veh/h)	0	110	132	0	0	0
Future Volume (Veh/h)	0	110	132	0	0	0
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.95	0.95	0.92	0.92
Hourly flow rate (vph)	0	115	139	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	139	46			139	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	139	46			139	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	840	1016			1442	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3		
Volume Total	115	46	46	46		
Volume Left	0	0	0	0		
Volume Right	115	0	0	0		
cSH	1016	1700	1700	1700		
Volume to Capacity	0.11	0.03	0.03	0.03		
Queue Length 95th (ft)	10	0	0	0		
Control Delay (s)	9.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.0	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			16.8%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑↑		↑↑
Traffic Vol, veh/h	68	43	82	122	179	28
Future Vol, veh/h	68	43	82	122	179	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	90	90	93	93
Heavy Vehicles, %	3	0	1	3	1	2
Mvmt Flow	97	61	91	136	192	30

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	457	111	222	0	0
Stage 1	207	-	-	-	-
Stage 2	250	-	-	-	-
Critical Hdwy	6.86	6.9	4.12	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-
Follow-up Hdwy	3.53	3.3	2.21	-	-
Pot Cap-1 Maneuver	530	927	1352	-	-
Stage 1	804	-	-	-	-
Stage 2	765	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	491	927	1352	-	-
Mov Cap-2 Maneuver	491	-	-	-	-
Stage 1	745	-	-	-	-
Stage 2	765	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	3.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1352	-	600	-	-
HCM Lane V/C Ratio	0.067	-	0.264	-	-
HCM Control Delay (s)	7.9	0.1	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖						↕	↘
Traffic Volume (vph)	0	7	5	1	9	0	0	0	0	0	505	0
Future Volume (vph)	0	7	5	1	9	0	0	0	0	0	505	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		0.99			1.00							
Fr <sub>t</sub>		0.946										
Fl <sub>t</sub> Protected					0.996							
Satd. Flow (prot)	0	930	0	0	946	0	0	0	0	0	3490	0
Fl <sub>t</sub> Permitted					0.967							
Satd. Flow (perm)	0	930	0	0	918	0	0	0	0	0	3490	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		320			130			344			350	
Travel Time (s)		7.3			3.0			7.8			6.0	
Confl. Peds. (#/hr)	37		2	2		37						
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.60	0.60	0.60	0.83	0.83	0.83	0.92	0.92	0.92	0.68	0.68	0.68
Heavy Vehicles (%)	2%	100%	80%	100%	100%	2%	2%	2%	2%	2%	0%	2%
Adj. Flow (vph)	0	12	8	1	11	0	0	0	0	0	743	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	12	0	0	0	0	0	743	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2							2
Detector Template		Thru		Left	Thru							Thru
Leading Detector (ft)		100		20	100							100
Trailing Detector (ft)		0		0	0							0
Detector 1 Position(ft)		0		0	0							0
Detector 1 Size(ft)		6		20	6							6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex							Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0							0.0
Detector 1 Queue (s)		0.0		0.0	0.0							0.0
Detector 1 Delay (s)		0.0		0.0	0.0							0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA							NA

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/26/2024

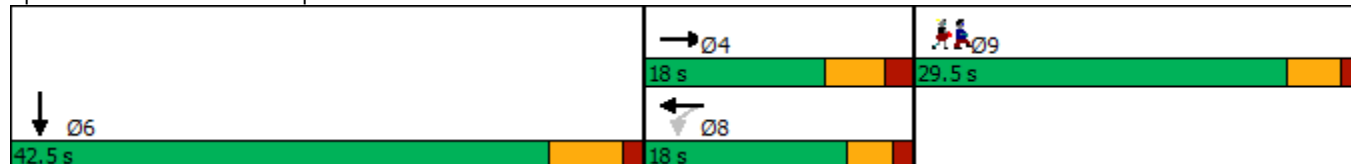


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8						6	
Permitted Phases				8								
Detector Phase		4		8	8							6
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0						12.0	
Minimum Split (s)		24.0		23.0	23.0						24.5	
Total Split (s)		18.0		18.0	18.0						42.5	
Total Split (%)		20.0%		20.0%	20.0%						47.2%	
Maximum Green (s)		12.0		13.5	13.5						36.0	
Yellow Time (s)		4.0		3.0	3.0						5.0	
All-Red Time (s)		2.0		1.5	1.5						1.5	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			4.5						6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Recall Mode		None		None	None						Min	
Walk Time (s)											7.0	
Flash Dont Walk (s)											8.0	
Pedestrian Calls (#/hr)											5	
Act Effct Green (s)		13.2			13.4						37.0	
Actuated g/C Ratio		0.31			0.32						0.87	
v/c Ratio		0.07			0.04						0.24	
Control Delay		18.4			17.7						5.8	
Queue Delay		0.0			0.0						0.0	
Total Delay		18.4			17.7						5.8	
LOS		B			B						A	
Approach Delay		18.4			17.7						5.8	
Approach LOS		B			B						A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	42.4
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.24
Intersection Signal Delay:	6.3
Intersection LOS:	A
Intersection Capacity Utilization:	34.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 24: Campus Access Road & Justice Drive





Lanes, Volumes, Timings  
24: Campus Access Road & Justice Drive

07/26/2024

Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	29.5
Total Split (%)	33%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	10
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

# HCM Unsignalized Intersection Capacity Analysis

## 26: Soc Ring Road/Campus Access Road & Transit Stop Merge







07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↕↕
Traffic Volume (veh/h)	6	0	0	0	0	510
Future Volume (Veh/h)	6	0	0	0	0	510
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.92	0.92	0.68	0.68
Hourly flow rate (vph)	8	0	0	0	0	750
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	344					
pX, platoon unblocked	0.90					
vC, conflicting volume	375	0				0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76	0				0
tC, single (s)	8.8	6.9				4.1
tC, 2 stage (s)						
tF (s)	4.5	3.3				2.2
p0 queue free %	99	100				100
cM capacity (veh/h)	625	1084				1622
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>			
Volume Total	8	375	375			
Volume Left	8	0	0			
Volume Right	0	0	0			
cSH	625	1700	1700			
Volume to Capacity	0.01	0.22	0.22			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	10.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.8	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			24.1%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 27: U-Turn near Lot H & Campus Access Road Northbound/Campus Access Road Westbound

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↗	
Traffic Volume (veh/h)	0	0	0	662	45	0
Future Volume (Veh/h)	0	0	0	662	45	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.69	0.69	0.55	0.57
Hourly flow rate (vph)	0	0	0	959	82	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		480	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		480	0
tC, single (s)			4.1		7.0	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			100		84	100
cM capacity (veh/h)			1622		498	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>			
Volume Total	480	480	82			
Volume Left	0	0	82			
Volume Right	0	0	0			
cSH	1700	1700	498			
Volume to Capacity	0.28	0.28	0.16			
Queue Length 95th (ft)	0	0	15			
Control Delay (s)	0.0	0.0	13.7			
Lane LOS			B			
Approach Delay (s)	0.0		13.7			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			42.5%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 28: Soc Ring Road & U-Turn near Lot H

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	417	0	0	101	0
Future Volume (Veh/h)	0	417	0	0	101	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.92	0.92	0.64	0.64
Hourly flow rate (vph)	0	571	0	0	158	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				190	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				190	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				80	100
cM capacity (veh/h)	1622				786	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	190	190	190	158		
Volume Left	0	0	0	158		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	786		
Volume to Capacity	0.11	0.11	0.11	0.20		
Queue Length 95th (ft)	0	0	0	19		
Control Delay (s)	0.0	0.0	0.0	10.7		
Lane LOS				B		
Approach Delay (s)	0.0			10.7		
Approach LOS				B		
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			33.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 29: U-Turn near Lot F & Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	548	5	0
Future Volume (Veh/h)	0	0	0	548	5	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.68	0.68	0.63	0.63
Hourly flow rate (vph)	0	0	0	806	8	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		269	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		269	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1622		704	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	269	269	269	8		
Volume Left	0	0	0	8		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	704		
Volume to Capacity	0.16	0.16	0.16	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	0.0	0.0	0.0	10.2		
Lane LOS				B		
Approach Delay (s)	0.0			10.2		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			39.1%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 30: Soc Ring Road & U-Turn near Lot F

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	513	0	0	333	0
Future Volume (Veh/h)	0	513	0	0	333	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.71	0.71	0.92	0.92	0.62	0.62
Hourly flow rate (vph)	0	723	0	0	537	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				241	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				241	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				27	100
cM capacity (veh/h)	1629				732	1091
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>SB 1</b>		
Volume Total	241	241	241	537		
Volume Left	0	0	0	537		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	732		
Volume to Capacity	0.14	0.14	0.14	0.73		
Queue Length 95th (ft)	0	0	0	163		
Control Delay (s)	0.0	0.0	0.0	22.2		
Lane LOS				C		
Approach Delay (s)	0.0			22.2		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			9.5			
Intersection Capacity Utilization			33.9%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 31: U-Turn near Lot F/Harriman Campus Road & Campus Access Road Westbound

07/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations					↑↑↑		↑					↑								
Traffic Volume (veh/h)	0	0	0	0	660	45	1	0	0	0	0	23								
Future Volume (Veh/h)	0	0	0	0	660	45	1	0	0	0	0	23								
Sign Control		Free			Free			Yield			Yield									
Grade		0%			0%			0%			0%									
Peak Hour Factor	0.92	0.92	0.92	0.71	0.71	0.71	0.25	0.25	0.25	0.61	0.61	0.61								
Hourly flow rate (vph)	0	0	0	0	930	63	4	0	0	0	0	38								
Pedestrians																				
Lane Width (ft)																				
Walking Speed (ft/s)																				
Percent Blockage																				
Right turn flare (veh)																				
Median type	None			None																
Median storage (veh)																				
Upstream signal (ft)																				
pX, platoon unblocked																				
vC, conflicting volume	930			0			310			930			0		962		962		342	
vC1, stage 1 conf vol																				
vC2, stage 2 conf vol																				
vCu, unblocked vol	930			0			310			930			0		962		962		342	
tC, single (s)	4.1			4.1			7.5			6.5			6.9		7.5		6.5		6.9	
tC, 2 stage (s)																				
tF (s)	2.2			2.2			3.5			4.0			3.3		3.5		4.0		3.3	
p0 queue free %	100			100			99			100			100		100		100		94	
cM capacity (veh/h)	731			1622			589			266			1084		211		255		660	
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1															
Volume Total	372	372	249	4	38															
Volume Left	0	0	0	4	0															
Volume Right	0	0	63	0	38															
cSH	1700	1700	1700	589	660															
Volume to Capacity	0.22	0.22	0.15	0.01	0.06															
Queue Length 95th (ft)	0	0	0	1	5															
Control Delay (s)	0.0	0.0	0.0	11.2	10.8															
Lane LOS				B			B													
Approach Delay (s)	0.0			11.2			10.8													
Approach LOS				B			B													
Intersection Summary																				
Average Delay				0.4																
Intersection Capacity Utilization				30.4%			ICU Level of Service			A										
Analysis Period (min)				15																

# HCM Unsignalized Intersection Capacity Analysis

## 32: State Campus Road & Soc Ring Road

07/26/2024



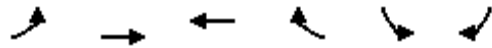
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	455	392	0	0	0	146
Future Volume (Veh/h)	455	392	0	0	0	146
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.92	0.92	0.88	0.85
Hourly flow rate (vph)	500	431	0	0	0	172
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			931		716	382
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			931		716	382
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	72
cM capacity (veh/h)			731		370	619
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NB 1</b>		
Volume Total	200	200	531	172		
Volume Left	0	0	0	0		
Volume Right	0	0	431	172		
cSH	1700	1700	1700	619		
Volume to Capacity	0.12	0.12	0.31	0.28		
Queue Length 95th (ft)	0	0	0	28		
Control Delay (s)	0.0	0.0	0.0	13.0		
Lane LOS				B		
Approach Delay (s)	0.0			13.0		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			2.0			
Intersection Capacity Utilization			33.3%	ICU Level of Service	A	
Analysis Period (min)			15			



# HCM Unsignalized Intersection Capacity Analysis

32 cont.: Soc Ring Road/Campus Access Road Eastbound & U-Turn near Lot D

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	602	0	0	198	0
Future Volume (Veh/h)	0	602	0	0	198	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.50	0.79
Hourly flow rate (vph)	0	654	0	0	396	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				218	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				218	0
tC, single (s)	4.1				*3.4	6.9
tC, 2 stage (s)						
tF (s)	2.2				*2.5	3.3
p0 queue free %	100				69	100
cM capacity (veh/h)	1622				1263	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	218	218	218	396		
Volume Left	0	0	0	396		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1263		
Volume to Capacity	0.13	0.13	0.13	0.31		
Queue Length 95th (ft)	0	0	0	34		
Control Delay (s)	0.0	0.0	0.0	9.1		
Lane LOS				A		
Approach Delay (s)	0.0			9.1		
Approach LOS				A		
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			32.1%		ICU Level of Service	A
Analysis Period (min)			15			

\* User Entered Value

# HCM Unsignalized Intersection Capacity Analysis

## 33: U-Turn near Lot D & Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	244	76	0
Future Volume (Veh/h)	0	0	0	244	76	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.57	0.84	0.92
Hourly flow rate (vph)	0	0	0	428	90	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	143	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	143	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	89	100	
cM capacity (veh/h)			1622	838	1084	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	143	143	143	90		
Volume Left	0	0	0	90		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	838		
Volume to Capacity	0.08	0.08	0.08	0.11		
Queue Length 95th (ft)	0	0	0	9		
Control Delay (s)	0.0	0.0	0.0	9.8		
Lane LOS				A		
Approach Delay (s)	0.0			9.8		
Approach LOS				A		
<b>Intersection Summary</b>						
Average Delay			1.7			
Intersection Capacity Utilization			26.9%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 34: Campus Access Road & Campus Access Road Eastbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	649	69	0	0	0	89
Future Volume (Veh/h)	649	69	0	0	0	89
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	954	101	0	0	0	111
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			954		1004	368
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			954		1004	368
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	82
cM capacity (veh/h)			716		238	629
<b>Direction, Lane #</b>						
	EB 1	EB 2	EB 3	NB 1		
Volume Total	382	382	292	111		
Volume Left	0	0	0	0		
Volume Right	0	0	101	111		
cSH	1700	1700	1700	629		
Volume to Capacity	0.22	0.22	0.17	0.18		
Queue Length 95th (ft)	0	0	0	16		
Control Delay (s)	0.0	0.0	0.0	12.0		
Lane LOS				B		
Approach Delay (s)	0.0			12.0		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			26.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 34 cont.: Campus Access Road Eastbound & U-Turn near Lot C

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	738	0	0	61	0
Future Volume (Veh/h)	0	738	0	0	61	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.57	0.92
Hourly flow rate (vph)	0	802	0	0	107	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				267	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				267	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				85	100
cM capacity (veh/h)	1622				705	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	267	267	267	107		
Volume Left	0	0	0	107		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	705		
Volume to Capacity	0.16	0.16	0.16	0.15		
Queue Length 95th (ft)	0	0	0	13		
Control Delay (s)	0.0	0.0	0.0	11.0		
Lane LOS				B		
Approach Delay (s)	0.0			11.0		
Approach LOS				B		
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			27.9%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 35: U-Turn near Lot C & Campus Access Road Westbound

07/26/2024

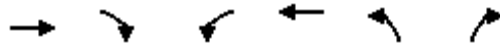


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	243	29	0
Future Volume (Veh/h)	0	0	0	243	29	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.64	0.92
Hourly flow rate (vph)	0	0	0	264	45	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		88	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		88	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	100
cM capacity (veh/h)			1622		909	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	88	88	88	45		
Volume Left	0	0	0	45		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	909		
Volume to Capacity	0.05	0.05	0.05	0.05		
Queue Length 95th (ft)	0	0	0	4		
Control Delay (s)	0.0	0.0	0.0	9.2		
Lane LOS				A		
Approach Delay (s)	0.0			9.2		
Approach LOS				A		
<b>Intersection Summary</b>						
Average Delay			1.3			
Intersection Capacity Utilization			28.3%	ICU Level of Service	A	
Analysis Period (min)			15			

# Lanes, Volumes, Timings

## 37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø6	Ø9
Lane Configurations	↑↑				↖					
Traffic Volume (vph)	586	6	0	0	4	0				
Future Volume (vph)	586	6	0	0	4	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00				
Frts	0.998									
Flt Protected					0.950					
Satd. Flow (prot)	3498	0	0	0	902	0				
Flt Permitted					0.950					
Satd. Flow (perm)	3498	0	0	0	902	0				
Right Turn on Red	Yes				Yes					
Satd. Flow (RTOR)										
Link Speed (mph)	30			30		30				
Link Distance (ft)	302			147		77				
Travel Time (s)	6.9			3.3		1.8				
Peak Hour Factor	0.67	0.67	0.92	0.92	0.50	0.50				
Heavy Vehicles (%)	2%	100%	2%	2%	100%	2%				
Adj. Flow (vph)	875	9	0	0	8	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	884	0	0	0	8	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0		12				
Link Offset(ft)	0			0		0				
Crosswalk Width(ft)	16			16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	9		15		15		9			
Number of Detectors	2				1					
Detector Template	Thru				Left					
Leading Detector (ft)	100				20					
Trailing Detector (ft)	0				0					
Detector 1 Position(ft)	0				0					
Detector 1 Size(ft)	6				20					
Detector 1 Type	Cl+Ex				Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)	0.0				0.0					
Detector 1 Queue (s)	0.0				0.0					
Detector 1 Delay (s)	0.0				0.0					
Detector 2 Position(ft)	94									
Detector 2 Size(ft)	6									
Detector 2 Type	Cl+Ex									
Detector 2 Channel										
Detector 2 Extend (s)	0.0									
Turn Type	NA				Prot					
Protected Phases	10!				5!		2	4	6	9
Permitted Phases										
Detector Phase	10				5					
Switch Phase										

# Lanes, Volumes, Timings

## 37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024



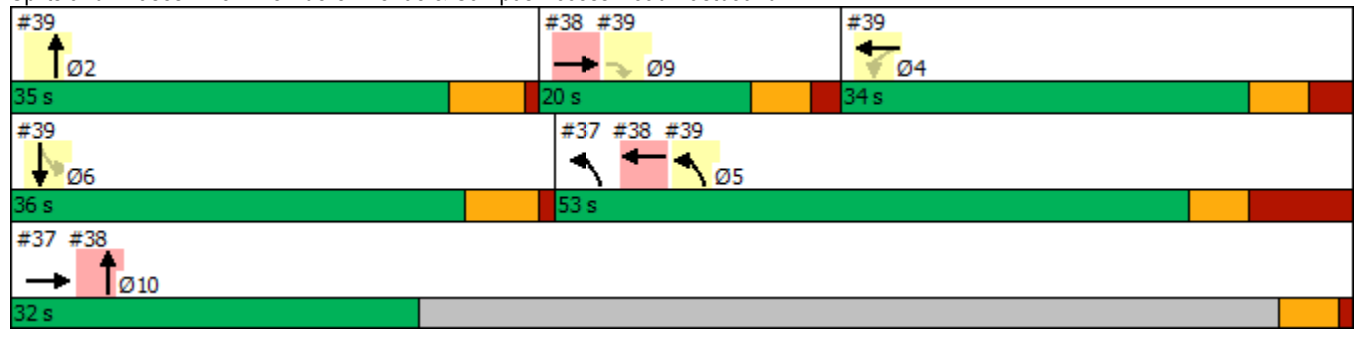
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø6	Ø9
Minimum Initial (s)	5.0				5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	23.0				16.0		32.0	32.0	34.0	19.0
Total Split (s)	32.0				53.0		35.0	34.0	36.0	20.0
Total Split (%)	36.0%				59.6%		39%	38%	40%	22%
Maximum Green (s)	27.0				42.0		29.0	27.0	30.0	14.0
Yellow Time (s)	4.0				4.0		5.0	4.0	5.0	4.0
All-Red Time (s)	1.0				7.0		1.0	3.0	1.0	2.0
Lost Time Adjust (s)	0.0				0.0					
Total Lost Time (s)	5.0				11.0					
Lead/Lag					Lag		Lead		Lead	Lag
Lead-Lag Optimize?					Yes		Yes		Yes	Yes
Vehicle Extension (s)	3.0				3.0		3.0	3.0	3.0	3.0
Recall Mode	None				None		Max	None	Max	Max
Walk Time (s)	7.0						7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0						19.0	18.0	21.0	6.0
Pedestrian Calls (#/hr)	0						0	0	0	0
Act Effct Green (s)	62.8				11.4					
Actuated g/C Ratio	1.00				0.18					
v/c Ratio	0.25				0.05					
Control Delay	0.2				8.2					
Queue Delay	0.0				0.0					
Total Delay	0.2				8.2					
LOS	A				A					
Approach Delay	0.2				8.3					
Approach LOS	A				A					

### Intersection Summary

Area Type:	Other
Cycle Length:	89
Actuated Cycle Length:	62.8
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	0.2
Intersection LOS:	A
Intersection Capacity Utilization:	33.9%
ICU Level of Service:	A
Analysis Period (min):	15

! Phase conflict between lane groups.

### Splits and Phases: 37: Belvidere Avenue & Campus Access Road Eastbound



Lanes, Volumes, Timings  
38: I-85 NB off ramp & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (vph)	0	6	0	0	4	0	0	91	0	0	0	0
Future Volume (vph)	0	6	0	0	4	0	0	91	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	950	0	0	950	0	0	1863	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	950	0	0	950	0	0	1863	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		77			78			1039				128
Travel Time (s)		1.8			1.8			23.6				2.9
Peak Hour Factor	0.75	0.75	0.75	0.78	0.78	0.78	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	2%	100%	2%	2%	100%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	8	0	0	5	0	0	112	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	5	0	0	112	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2				
Detector Template		Thru			Thru			Thru				
Leading Detector (ft)		100			100			100				
Trailing Detector (ft)		0			0			0				
Detector 1 Position(ft)		0			0			0				
Detector 1 Size(ft)		6			6			6				
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0				
Detector 1 Queue (s)		0.0			0.0			0.0				
Detector 1 Delay (s)		0.0			0.0			0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type		NA			NA			NA				
Protected Phases		9!			5!			10!				
Permitted Phases												
Detector Phase		9			5			10				
Switch Phase												



Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

Lane Group	Ø2	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Util. Factor			
Fr't			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	2	4	6
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024



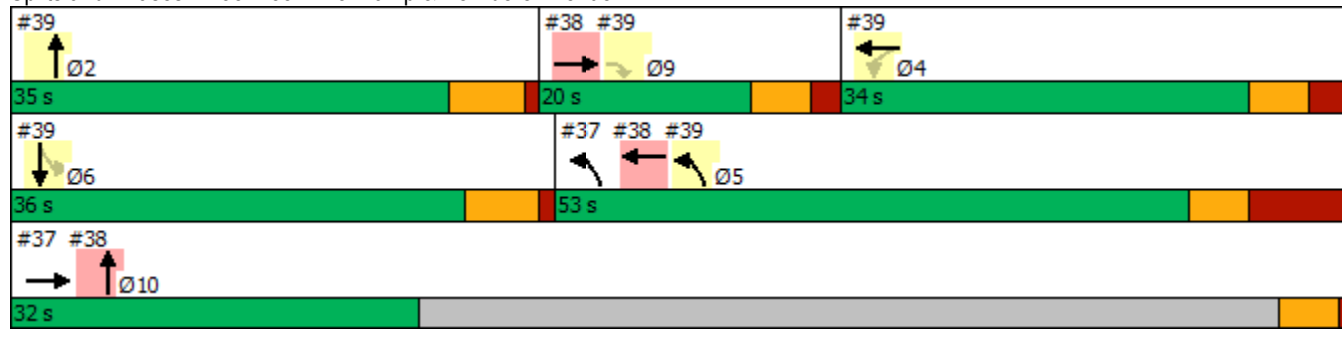
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			5.0			5.0				
Minimum Split (s)		19.0			16.0			23.0				
Total Split (s)		20.0			53.0			32.0				
Total Split (%)		22.5%			59.6%			36.0%				
Maximum Green (s)		14.0			42.0			27.0				
Yellow Time (s)		4.0			4.0			4.0				
All-Red Time (s)		2.0			7.0			1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			11.0			5.0				
Lead/Lag		Lag			Lag							
Lead-Lag Optimize?		Yes			Yes							
Vehicle Extension (s)		3.0			3.0			3.0				
Recall Mode		Max			None			None				
Walk Time (s)		7.0						7.0				
Flash Dont Walk (s)		6.0						11.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)		14.1			11.4			62.8				
Actuated g/C Ratio		0.22			0.18			1.00				
v/c Ratio		0.04			0.03			0.06				
Control Delay		22.5			1.8			0.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		22.5			1.8			0.1				
LOS		C			A			A				
Approach Delay		22.5			1.8			0.1				
Approach LOS		C			A			A				

Intersection Summary

Area Type:	Other
Cycle Length:	89
Actuated Cycle Length:	62.8
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	1.6
Intersection LOS:	A
Intersection Capacity Utilization:	22.3%
ICU Level of Service:	A
Analysis Period (min):	15

! Phase conflict between lane groups.

Splits and Phases: 38: I-85 NB off ramp & Belvidere Avenue



Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

Lane Group	Ø2	Ø4	Ø6
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	34.0
Total Split (s)	35.0	34.0	36.0
Total Split (%)	39%	38%	40%
Maximum Green (s)	29.0	27.0	30.0
Yellow Time (s)	5.0	4.0	5.0
All-Red Time (s)	1.0	3.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead		Lead
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	None	Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	19.0	18.0	21.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings  
39: Brevator Street & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	6	6	0	25	4	151	4	16	171	0
Future Volume (vph)	0	0	6	6	0	25	4	151	4	16	171	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.850			0.996				
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	822	1865	1583	0	902	1918	0	1805	1944	0
Flt Permitted				0.950			0.950			0.637		
Satd. Flow (perm)	0	0	822	1865	1583	0	902	1918	0	1210	1944	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			641		699			2				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		78			312			1042				1419
Travel Time (s)		1.8			7.1			23.7				32.3
Peak Hour Factor	0.88	0.88	0.88	0.75	0.75	0.75	0.81	0.81	0.81	0.83	0.83	0.83
Heavy Vehicles (%)	2%	100%	100%	0%	2%	2%	100%	2%	0%	0%	1%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	0	0	7	8	0	33	5	186	5	19	206	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	7	8	33	0	5	191	0	19	206	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2		1	2		1	2	
Detector Template			Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)			20	20	100		20	100		20	100	
Trailing Detector (ft)			0	0	0		0	0		0	0	
Detector 1 Position(ft)			0	0	0		0	0		0	0	
Detector 1 Size(ft)			20	20	6		20	6		20	6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type			Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases					4!		5!	2			6!	
Permitted Phases			9	4!						6!		

Lanes, Volumes, Timings  
39: Brevator Street & Belvidere Avenue

07/26/2024

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/26/2024

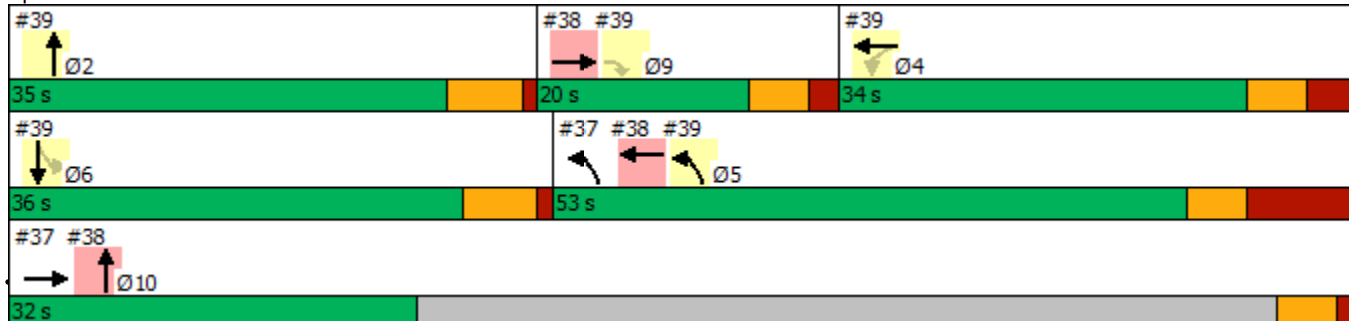


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			9	4	4		5	2		6	6	
Switch Phase												
Minimum Initial (s)			5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)			19.0	32.0	32.0		16.0	32.0		34.0	34.0	
Total Split (s)			20.0	34.0	34.0		53.0	35.0		36.0	36.0	
Total Split (%)			22.5%	38.2%	38.2%		59.6%	39.3%		40.4%	40.4%	
Maximum Green (s)			14.0	27.0	27.0		42.0	29.0		30.0	30.0	
Yellow Time (s)			4.0	4.0	4.0		4.0	5.0		5.0	5.0	
All-Red Time (s)			2.0	3.0	3.0		7.0	1.0		1.0	1.0	
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)			6.0	7.0	7.0		11.0	6.0		6.0	6.0	
Lead/Lag			Lag				Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes				Yes	Yes		Yes	Yes	
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode			Max	None	None		None	Max		Max	Max	
Walk Time (s)			7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)			6.0	18.0	18.0		19.0	19.0		21.0	21.0	
Pedestrian Calls (#/hr)			0	0	0		0	0		0	0	
Act Effct Green (s)			14.1	5.9	5.9		11.4	29.3		48.7	48.7	
Actuated g/C Ratio			0.22	0.09	0.09		0.18	0.47		0.78	0.78	
v/c Ratio			0.01	0.05	0.04		0.03	0.21		0.02	0.14	
Control Delay			0.2	29.0	0.1		18.2	12.2		9.4	7.8	
Queue Delay			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay			0.2	29.0	0.1		18.2	12.2		9.4	7.8	
LOS			A	C	A		B	B		A	A	
Approach Delay		0.2			5.8			12.3			7.9	
Approach LOS		A			A			B			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 89  
 Actuated Cycle Length: 62.8  
 Natural Cycle: 85  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.25  
 Intersection Signal Delay: 9.5  
 Intersection LOS: A  
 Intersection Capacity Utilization 33.2%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 39: Brevator Street & Belvidere Avenue



Lane Group	Ø10
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	23.0
Total Split (s)	32.0
Total Split (%)	36%
Maximum Green (s)	27.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings  
40: Magazine Street/Tudor Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	5	711	49	19	1007	4	62	1	9	2	1	6
Future Volume (vph)	5	711	49	19	1007	4	62	1	9	2	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.999			0.983			0.910	
Flt Protected					0.999			0.959			0.990	
Satd. Flow (prot)	0	3657	0	0	3687	0	0	1776	0	0	1712	0
Flt Permitted		0.950			0.935			0.740			0.935	
Satd. Flow (perm)	0	3474	0	0	3451	0	0	1370	0	0	1617	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			1			8			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		577			395			314			488	
Travel Time (s)		13.1			9.0			7.1			11.1	
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.65	0.65	0.65	0.38	0.38	0.38
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	741	51	20	1083	4	95	2	14	5	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	797	0	0	1107	0	0	111	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	



Lanes, Volumes, Timings  
 40: Magazine Street/Tudor Road & Western Avenue

07/26/2024

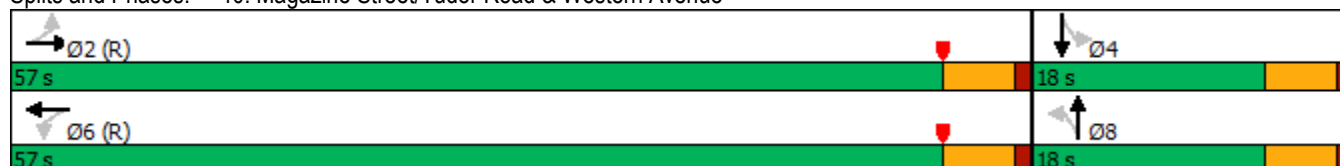


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.0	25.0		31.0	31.0		31.0	31.0		31.0	31.0	
Total Split (s)	57.0	57.0		57.0	57.0		18.0	18.0		18.0	18.0	
Total Split (%)	76.0%	76.0%		76.0%	76.0%		24.0%	24.0%		24.0%	24.0%	
Maximum Green (s)	52.0	52.0		52.0	52.0		13.0	13.0		13.0	13.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
<b>Lead/Lag</b>												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		19.0	19.0		19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		55.8			55.8			12.8			12.8	
Actuated g/C Ratio		0.74			0.74			0.17			0.17	
v/c Ratio		0.31			0.43			0.46			0.08	
Control Delay		5.3			6.3			30.6			13.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.3			6.3			30.6			13.9	
LOS		A			A			C			B	
Approach Delay		5.3			6.3			30.6			13.9	
Approach LOS		A			A			C			B	

**Intersection Summary**

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	15 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	7.3
Intersection LOS:	A
Intersection Capacity Utilization:	60.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 40: Magazine Street/Tudor Road & Western Avenue



Lanes, Volumes, Timings

41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	↕
Traffic Volume (vph)	92	632	16	6	812	19	13	28	21	60	44	293
Future Volume (vph)	92	632	16	6	812	19	13	28	21	60	44	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	16	12	11	12	12	12	16
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.997			0.997			0.955				0.850
Fl <sub>t</sub> Protected		0.994						0.989		0.950		
Satd. Flow (prot)	0	3661	0	0	3646	0	0	1718	0	1787	1900	1830
Fl <sub>t</sub> Permitted		0.736			0.950			0.944		0.708		
Satd. Flow (perm)	0	2711	0	0	3464	0	0	1639	0	1332	1900	1830
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			5			25				90
Link Speed (mph)		30			30			25				25
Link Distance (ft)		312			732			334				1048
Travel Time (s)		7.1			16.6			9.1				28.6
Peak Hour Factor	0.97	0.97	0.97	0.88	0.88	0.88	0.83	0.83	0.83	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	0%	0%	2%	3%	0%	0%	3%	1%	0%	0%
Adj. Flow (vph)	95	652	16	7	923	22	16	34	25	77	56	376
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	763	0	0	952	0	0	75	0	77	56	376
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	0.85	1.00	1.04	1.00	1.00	1.00	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm

# Lanes, Volumes, Timings

## 41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024

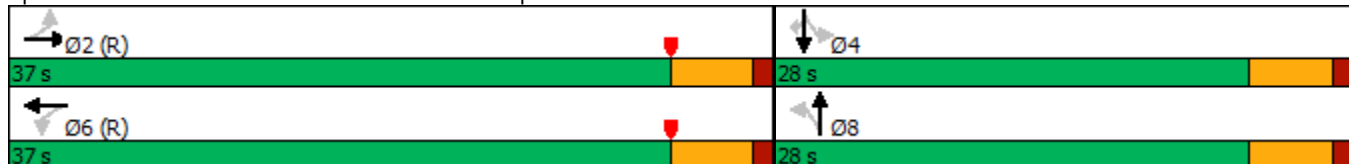


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	23.0	23.0		29.0	29.0		23.0	23.0		28.0	28.0	28.0
Total Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	56.9%	56.9%		56.9%	56.9%		43.1%	43.1%		43.1%	43.1%	43.1%
Maximum Green (s)	32.0	32.0		32.0	32.0		23.0	23.0		23.0	23.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		17.0	17.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)	5	5		5	5					5	5	5
Act Effct Green (s)		38.4			38.4			16.6		16.6	16.6	16.6
Actuated g/C Ratio		0.59			0.59			0.26		0.26	0.26	0.26
v/c Ratio		0.48			0.46			0.17		0.23	0.12	0.70
Control Delay		9.9			9.4			12.8		18.7	16.8	23.2
Queue Delay		0.0			0.0			0.0		0.0	0.0	0.0
Total Delay		9.9			9.4			12.8		18.7	16.8	23.2
LOS		A			A			B		B	B	C
Approach Delay		9.9			9.4			12.8			21.8	
Approach LOS		A			A			B			C	

### Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 33 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 12.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 66.5%  
 ICU Level of Service C  
 Analysis Period (min) 15

### Splits and Phases: 41: Hillcrest Avenue/State Campus Road & Western Avenue



Lanes, Volumes, Timings  
 42: Western Avenue & Campus Access Road

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations		↕↕	↕↔		↔	↔	
Traffic Volume (vph)	33	678	817	48	59	25	
Future Volume (vph)	33	678	817	48	59	25	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	11	
Storage Length (ft)	0			0	0	110	
Storage Lanes	0			0	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Frt			0.992			0.850	
Flt Protected		0.998			0.950		
Satd. Flow (prot)	0	3535	3509	0	1745	1561	
Flt Permitted		0.869			0.950		
Satd. Flow (perm)	0	3078	3509	0	1745	1561	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			17			32	
Link Speed (mph)		30	30		30		
Link Distance (ft)		732	209		810		
Travel Time (s)		16.6	4.8		18.4		
Peak Hour Factor	0.93	0.93	0.89	0.89	0.78	0.78	
Heavy Vehicles (%)	0%	2%	2%	3%	0%	0%	
Adj. Flow (vph)	35	729	918	54	76	32	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	764	972	0	76	32	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		11		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	Perm	NA	NA		Prot	Perm	

# Lanes, Volumes, Timings

## 42: Western Avenue & Campus Access Road

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Protected Phases		2	6		4		1
Permitted Phases	2					4	
Detector Phase	2	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.0	26.0	26.0		26.0	26.0	13.0
Total Split (s)	27.0	27.0	48.0		17.0	17.0	21.0
Total Split (%)	41.5%	41.5%	73.8%		26.2%	26.2%	32%
Maximum Green (s)	19.0	19.0	40.0		9.0	9.0	13.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min	Min		None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5		5	5	
Act Effct Green (s)		32.3	32.3		8.9	8.9	
Actuated g/C Ratio		0.63	0.63		0.17	0.17	
v/c Ratio		0.40	0.44		0.25	0.11	
Control Delay		8.5	8.6		21.7	8.6	
Queue Delay		0.0	0.2		0.0	0.0	
Total Delay		8.5	8.8		21.7	8.6	
LOS		A	A		C	A	
Approach Delay		8.5	8.8		17.8		
Approach LOS		A	A		B		

### Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	51.5
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.44
Intersection Signal Delay:	9.2
Intersection LOS:	A
Intersection Capacity Utilization:	60.6%
ICU Level of Service:	B
Analysis Period (min):	15

### Splits and Phases: 42: Western Avenue & Campus Access Road



Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	62	727	752	83	82	102
Future Volume (vph)	62	727	752	83	82	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	10	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.985			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	3643	3486	0	1652	1794
Flt Permitted		0.811			0.950	
Satd. Flow (perm)	0	2966	3486	0	1652	1794
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		776	1554		1042	
Travel Time (s)		17.6	35.3		23.7	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.86	0.86
Adj. Flow (vph)	67	782	864	95	95	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	849	959	0	95	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	1.09	0.85
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		8	
Permitted Phases	2					8
Detector Phase	2	2	6		8	8
Switch Phase						

Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/26/2024

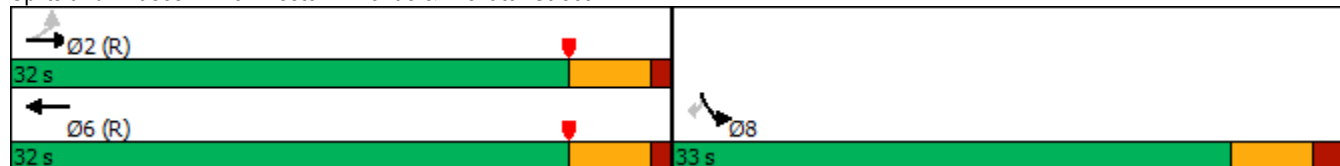


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	23.0	23.0	32.0		31.0	31.0
Total Split (s)	32.0	32.0	32.0		33.0	33.0
Total Split (%)	49.2%	49.2%	49.2%		50.8%	50.8%
Maximum Green (s)	27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			20.0		18.0	18.0
Pedestrian Calls (#/hr)			5		5	5
Act Effect Green (s)		45.4	45.4		12.4	12.4
Actuated g/C Ratio		0.70	0.70		0.19	0.19
v/c Ratio		0.41	0.39		0.30	0.35
Control Delay		7.7	10.1		22.9	23.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		7.7	10.1		22.9	23.7
LOS		A	B		C	C
Approach Delay		7.7	10.1		23.3	
Approach LOS		A	B		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 47 (72%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.41  
 Intersection Signal Delay: 10.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 43: Western Avenue & Brevator Street



Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Volume (vph)	8	712	9	0	856	37	1	1	1	21	2	3
Future Volume (vph)	8	712	9	0	856	37	1	1	1	21	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	13	13	12	12	12	16	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.994			0.955			0.984	
Flt Protected		0.999						0.984			0.962	
Satd. Flow (prot)	0	3648	0	0	3635	0	0	1785	0	0	1776	0
Flt Permitted		0.943									0.897	
Satd. Flow (perm)	0	3443	0	0	3635	0	0	1814	0	0	1656	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		2			8							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1554			291			499			1509	
Travel Time (s)		35.3			6.6			11.3			34.3	
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.38	0.38	0.38	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	11%
Adj. Flow (vph)	9	791	10	0	920	40	3	3	3	27	3	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	810	0	0	960	0	0	9	0	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			-75			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	1.00	0.96	0.96	1.00	1.00	1.00	0.85	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			3			4	
Permitted Phases	2			6			3			4		
Detector Phase	2	2		6	6		3	3		4	4	



Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/26/2024

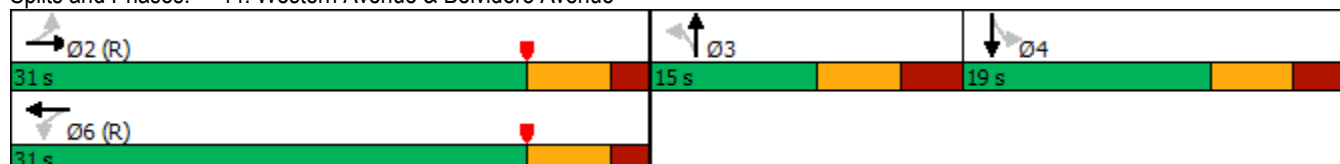


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.0	24.0		31.0	31.0		25.0	25.0		33.0	33.0	
Total Split (s)	31.0	31.0		31.0	31.0		15.0	15.0		19.0	19.0	
Total Split (%)	47.7%	47.7%		47.7%	47.7%		23.1%	23.1%		29.2%	29.2%	
Maximum Green (s)	25.0	25.0		25.0	25.0		8.0	8.0		12.0	12.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			7.0			7.0	
<b>Lead/Lag</b>							Lead	Lead		Lag	Lag	
<b>Lead-Lag Optimize?</b>							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		18.0	18.0					19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5					5	5	
Act Effct Green (s)		52.8			52.8			8.0			8.8	
Actuated g/C Ratio		0.81			0.81			0.12			0.14	
v/c Ratio		0.29			0.32			0.04			0.15	
Control Delay		5.4			6.2			25.7			25.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.4			6.2			25.7			25.8	
LOS		A			A			C			C	
Approach Delay		5.4			6.2			25.7			25.8	
Approach LOS		A			A			C			C	

**Intersection Summary**

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	31 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.32
Intersection Signal Delay:	6.3
Intersection LOS:	A
Intersection Capacity Utilization:	43.1%
ICU Level of Service:	A
Analysis Period (min):	15






















Splits and Phases: 44: Western Avenue & Belvidere Avenue



Build PM Peak Synchro Reports

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	608	217	170	761	37	272	112	118	163	101	44
Future Volume (vph)	28	608	217	170	761	37	272	112	118	163	101	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	13	12	12	12	12	11	11	12
Storage Length (ft)	160		0	175		0	260		0	0		0
Storage Lanes	1		0	1		0	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor		0.99		1.00	1.00		1.00	0.99		0.99	0.99	
Frt		0.961			0.993			0.923				0.954
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3269	0	1728	3556	0	1787	1698	0	3351	1731	0
Flt Permitted	0.222			0.129			0.950			0.950		
Satd. Flow (perm)	408	3269	0	234	3556	0	1779	1698	0	3304	1731	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		352			573			439				309
Travel Time (s)		8.0			13.0			10.0				7.0
Confl. Peds. (#/hr)	7		3	3		7	4		8	8		4
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	4%	9%	1%	4%	3%	1%	2%	2%	1%	1%	0%
Adj. Flow (vph)	30	647	231	183	818	40	302	124	131	181	112	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	878	0	183	858	0	302	255	0	181	161	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12				22
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.04	0.96	1.00	1.00	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings  
1: Colvin Avenue & Central Avenue

07/26/2024

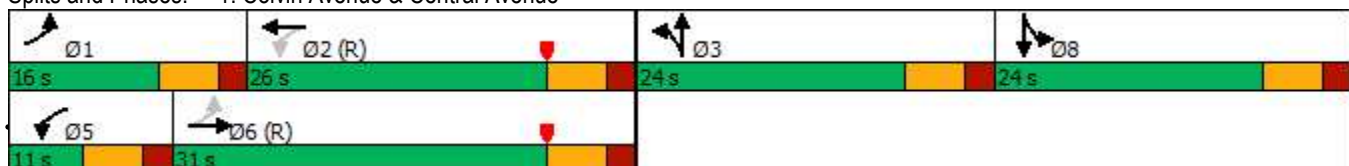


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		3	3		8	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		3	3		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	16.0	24.0		11.0	24.0		11.0	11.0		24.0	24.0	
Total Split (s)	16.0	31.0		11.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	17.8%	34.4%		12.2%	28.9%		26.7%	26.7%		26.7%	26.7%	
Maximum Green (s)	10.0	25.0		5.0	20.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	32.1	25.6		37.7	33.4		17.4	17.4		13.4	13.4	
Actuated g/C Ratio	0.36	0.28		0.42	0.37		0.19	0.19		0.15	0.15	
v/c Ratio	0.12	0.94		0.71	0.65		0.88	0.78		0.36	0.62	
Control Delay	16.9	51.7		39.7	29.6		62.1	52.2		35.6	46.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.9	51.7		39.7	29.6		62.1	52.2		35.6	46.1	
LOS	B	D		D	C		E	D		D	D	
Approach Delay		50.6			31.4			57.6			40.5	
Approach LOS		D			C			E			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 20 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 43.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 77.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Colvin Avenue & Central Avenue



Lanes, Volumes, Timings

2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	703	81	0	1022	46	0	0	0	125	0	160
Future Volume (vph)	36	703	81	0	1022	46	0	0	0	125	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11	11	11	16	16	16	12	12	12
Storage Length (ft)	190		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt			0.850		0.994							0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1636	3455	1516	0	3401	0	0	0	0	1805	0	1599
Flt Permitted	0.183									0.950		
Satd. Flow (perm)	315	3455	1516	0	3401	0	0	0	0	1805	0	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92		7							97
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		581			960			697			119	
Travel Time (s)		13.2			21.8			15.8			2.7	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	3%	1%	3%	2%	2%	0%	2%	2%	2%	0%	2%	1%
Adj. Flow (vph)	41	799	92	0	1111	50	0	0	0	160	0	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	799	92	0	1161	0	0	0	0	160	0	205
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.04	1.04	1.04	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1		2					1		1
Detector Template	Left	Thru	Right		Thru					Left		Right
Leading Detector (ft)	20	100	20		100					20		20
Trailing Detector (ft)	0	0	0		0					0		0
Detector 1 Position(ft)	0	0	0		0					0		0
Detector 1 Size(ft)	20	6	20		6					20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0					0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

# Lanes, Volumes, Timings

## 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

# Lanes, Volumes, Timings

## 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue 07/26/2024

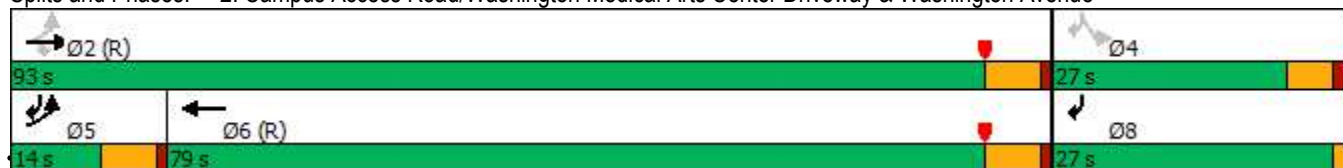


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm		NA					Perm		pt+ov
Protected Phases	5	2			6							5 8
Permitted Phases	2		2							4		4 8
Detector Phase	5	2	2		6					4		5 8
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0		10.0					8.0		
Minimum Split (s)	14.0	24.0	24.0		25.0					24.0		
Total Split (s)	14.0	93.0	93.0		79.0					27.0		
Total Split (%)	11.7%	77.5%	77.5%		65.8%					22.5%		
Maximum Green (s)	8.0	87.0	87.0		73.0					21.0		
Yellow Time (s)	5.0	5.0	5.0		5.0					4.0		
All-Red Time (s)	1.0	1.0	1.0		1.0					2.0		
Lost Time Adjust (s)	0.0	0.0	0.0		0.0					0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0					6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.5	2.5	2.5		2.2					2.5		
Recall Mode	None	C-Max	C-Max		C-Max					None		
Walk Time (s)					7.0							
Flash Dont Walk (s)					12.0							
Pedestrian Calls (#/hr)					5							
Act Effct Green (s)	92.6	92.6	92.6		78.6					15.4		29.4
Actuated g/C Ratio	0.77	0.77	0.77		0.66					0.13		0.24
v/c Ratio	0.12	0.30	0.08		0.52					0.69		0.44
Control Delay	4.8	4.7	1.0		12.3					65.1		22.0
Queue Delay	0.0	0.0	0.0		0.0					0.0		0.0
Total Delay	4.8	4.7	1.0		12.3					65.1		22.0
LOS	A	A	A		B					E		C
Approach Delay		4.4			12.3						40.9	
Approach LOS		A			B						D	

### Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	112 (93%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	13.5
Intersection LOS:	B
Intersection Capacity Utilization:	49.6%
ICU Level of Service:	A
Analysis Period (min):	15

### Splits and Phases: 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue



## Lanes, Volumes, Timings

### 2: Campus Access Road/Washington Medical Arts Center Driveway & Washington Avenue

Lane Group	Ø8
Detector 2 Extend (s)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	27.0
Total Split (%)	23%
Maximum Green (s)	25.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



# HCM Unsignalized Intersection Capacity Analysis

## 4: Washington Avenue & Campus Access Rd WB Ramp

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (veh/h)	0	842	605	0	0	462
Future Volume (Veh/h)	0	842	605	0	0	462
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.74	0.74
Hourly flow rate (vph)	0	936	672	0	0	624
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		960				
pX, platoon unblocked					0.96	
vC, conflicting volume	672				1140	336
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	672				1062	336
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	6
cM capacity (veh/h)	915				210	663
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>SB 1</b>	
Volume Total	468	468	336	336	624	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	624	
cSH	1700	1700	1700	1700	663	
Volume to Capacity	0.28	0.28	0.20	0.20	0.94	
Queue Length 95th (ft)	0	0	0	0	327	
Control Delay (s)	0.0	0.0	0.0	0.0	47.0	
Lane LOS					E	
Approach Delay (s)	0.0		0.0		47.0	
Approach LOS					E	
<b>Intersection Summary</b>						
Average Delay			13.1			
Intersection Capacity Utilization			52.0%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Campus Access Road & Patroon Creek Blvd. W.

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			TTTB			T
Traffic Volume (veh/h)	0	0	1002	54	0	98
Future Volume (Veh/h)	0	0	1002	54	0	98
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.82	0.82	0.77	0.77
Hourly flow rate (vph)	0	0	1222	66	0	127
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1288				1255	338
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1288				1255	338
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	81
cM capacity (veh/h)	534				164	660
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>WB 4</b>	<b>SB 1</b>	
Volume Total	349	349	349	241	127	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	66	127	
cSH	1700	1700	1700	1700	660	
Volume to Capacity	0.21	0.21	0.21	0.14	0.19	
Queue Length 95th (ft)	0	0	0	0	18	
Control Delay (s)	0.0	0.0	0.0	0.0	11.7	
Lane LOS					B	
Approach Delay (s)	0.0				11.7	
Approach LOS					B	
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			28.2%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Campus Access Road & Washington Avenue Eastbound Ramp

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	539	0	0	197	0
Future Volume (Veh/h)	0	539	0	0	197	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.67	0.67	0.92	0.92	0.87	0.87
Hourly flow rate (vph)	0	804	0	0	226	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				268	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				268	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				68	100
cM capacity (veh/h)	1622				704	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	268	268	268	226		
Volume Left	0	0	0	226		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	704		
Volume to Capacity	0.16	0.16	0.16	0.32		
Queue Length 95th (ft)	0	0	0	35		
Control Delay (s)	0.0	0.0	0.0	12.5		
Lane LOS				B		
Approach Delay (s)	0.0			12.5		
Approach LOS				B		
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			32.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 6th TWSC

7: Campus Access Rd WB Ramp/Patroon Creek Boulevard E. & Campus Access Road 07/26/2024

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↑↑↑	↗						↗
Traffic Vol, veh/h	0	0	0	462	939	124	0	0	0	0	0	125
Future Vol, veh/h	0	0	0	462	939	124	0	0	0	0	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Stop
Storage Length	-	-	-	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	82	82	82	92	92	92	70	70	70
Heavy Vehicles, %	2	2	2	1	1	3	2	2	2	2	2	1
Mvmt Flow	0	0	0	563	1145	151	0	0	0	0	0	179

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	-	573
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.32	-	-	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.11	-	-	-	-	3.91
Pot Cap-1 Maneuver	-	-	0	0	0	398
Stage 1	-	-	0	0	0	-
Stage 2	-	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	0	398
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

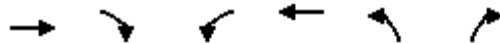
Approach	WB	SB
HCM Control Delay, s		21.2
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	398
HCM Lane V/C Ratio	-	-	0.449
HCM Control Delay (s)	-	-	21.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2.3

# HCM Unsignalized Intersection Capacity Analysis

## 8: U-Turn near Lot N & Campus Access Road/Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑↑	↘	
Traffic Volume (veh/h)	0	0	0	1077	449	0
Future Volume (Veh/h)	0	0	0	1077	449	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.68	0.68
Hourly flow rate (vph)	0	0	0	1210	660	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	302	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	302	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	1	100	
cM capacity (veh/h)			1622	665	1084	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>WB 4</b>	<b>NB 1</b>	
Volume Total	302	302	302	302	660	
Volume Left	0	0	0	0	660	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	665	
Volume to Capacity	0.18	0.18	0.18	0.18	0.99	
Queue Length 95th (ft)	0	0	0	0	386	
Control Delay (s)	0.0	0.0	0.0	0.0	57.9	
Lane LOS					F	
Approach Delay (s)	0.0				57.9	
Approach LOS					F	
<b>Intersection Summary</b>						
Average Delay			20.4			
Intersection Capacity Utilization			60.9%	ICU Level of Service	B	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 9: Campus Access Road Eastbound/Campus Access Road & U-Turn near Lot N

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	486	0	0	169	0
Future Volume (Veh/h)	0	486	0	0	169	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	0	694	0	0	211	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				231	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				231	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				71	100
cM capacity (veh/h)	1622				736	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	231	231	231	211		
Volume Left	0	0	0	211		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	736		
Volume to Capacity	0.14	0.14	0.14	0.29		
Queue Length 95th (ft)	0	0	0	30		
Control Delay (s)	0.0	0.0	0.0	11.8		
Lane LOS				B		
Approach Delay (s)	0.0			11.8		
Approach LOS				B		
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			33.9%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 10: Washington Avenue Ramp & Route 85 Off-Ramp/Washington Ave Ramp/Route 85 Southbound Off-Ramp

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↘	
Traffic Volume (veh/h)	0	0	0	283	272	0
Future Volume (Veh/h)	0	0	0	283	272	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	308	296	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	308	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	308	0	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	57	100	
cM capacity (veh/h)			1623	684	1085	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>				
Volume Total	308	296				
Volume Left	0	296				
Volume Right	0	0				
cSH	1700	684				
Volume to Capacity	0.18	0.43				
Queue Length 95th (ft)	0	55				
Control Delay (s)	0.0	14.2				
Lane LOS		B				
Approach Delay (s)	0.0	14.2				
Approach LOS		B				
<b>Intersection Summary</b>						
Average Delay			7.0			
Intersection Capacity Utilization			47.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↑↑						↔↔	
Traffic Vol, veh/h	20	737	129	0	894	5	0	0	0	0	0	22
Future Vol, veh/h	20	737	129	0	894	5	0	0	0	0	0	22
Conflicting Peds, #/hr	5	0	0	0	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	108540	1856	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	92	92	92	75	75	75
Heavy Vehicles, %	0	2	1	0	2	0	2	2	2	0	0	0
Mvmt Flow	22	792	139	0	972	5	0	0	0	0	0	29

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	982	0	0	-	-	0		1420	1955	494
Stage 1	-	-	-	-	-	-		980	980	-
Stage 2	-	-	-	-	-	-		440	975	-
Critical Hdwy	4.1	-	-	-	-	-		6.8	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-		5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.8	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-		3.5	4	3.3
Pot Cap-1 Maneuver	711	-	-	0	-	-		130	65	526
Stage 1	-	-	-	0	-	-		329	331	-
Stage 2	-	-	-	0	-	-		622	332	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	708	-	-	-	-	-		120	0	523
Mov Cap-2 Maneuver	-	-	-	-	-	-		120	0	-
Stage 1	-	-	-	-	-	-		305	0	-
Stage 2	-	-	-	-	-	-		619	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	708	-	-	-	-	523
HCM Lane V/C Ratio	0.03	-	-	-	-	0.056
HCM Control Delay (s)	10.2	0.3	-	-	-	12.3
HCM Lane LOS	B	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.2



Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	147	634	789	180	267	181
Future Volume (vph)	147	634	789	180	267	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	11	12
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor			0.99		0.99	0.98
Frt			0.972			0.850
Flt Protected		0.991			0.950	
Satd. Flow (prot)	0	3624	3434	0	1728	1599
Flt Permitted		0.576			0.950	
Satd. Flow (perm)	0	2107	3434	0	1716	1572
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		743	2354		350	
Travel Time (s)		16.9	53.5		8.0	
Confl. Peds. (#/hr)	4			4	7	5
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.97	0.97	0.90	0.90	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	0%	1%	1%
Adj. Flow (vph)	152	654	877	200	310	210
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	806	1077	0	310	210
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	1.00	1.00	1.04	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA		Prot	Perm

Lanes, Volumes, Timings  
 14: Washington Avenue & Colvin Avenue

07/26/2024

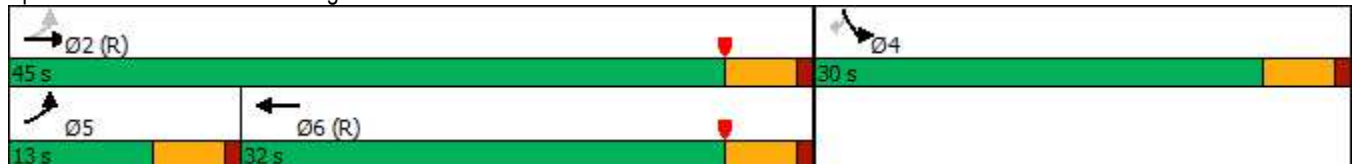


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	13.0	23.0	25.0		29.0	29.0
Total Split (s)	13.0	45.0	32.0		30.0	30.0
Total Split (%)	17.3%	60.0%	42.7%		40.0%	40.0%
Maximum Green (s)	8.0	40.0	27.0		25.0	25.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	5.0	5.0		5.0	5.0
Recall Mode	None	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			13.0		17.0	17.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		44.7	44.7		20.3	20.3
Actuated g/C Ratio		0.60	0.60		0.27	0.27
v/c Ratio		0.64	0.53		0.66	0.49
Control Delay		14.0	10.9		30.9	26.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		14.0	10.9		30.9	26.2
LOS		B	B		C	C
Approach Delay		14.0	10.9		29.0	
Approach LOS		B	B		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 40 (53%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 15.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 77.5%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 14: Washington Avenue & Colvin Avenue



Lanes, Volumes, Timings  
 15: Manning Boulevard & Washington Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	493	222	12	728	8	241	65	19	11	104	90
Future Volume (vph)	83	493	222	12	728	8	241	65	19	11	104	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	11	10	12	11	11	12
Storage Length (ft)	200		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00	1.00		0.99	1.00		1.00		0.98
Frt		0.953			0.998			0.967				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1589	3358	0	1685	3532	0	1711	1682	0	1601	1837	1538
Flt Permitted	0.217			0.305			0.474			0.699		
Satd. Flow (perm)	362	3358	0	540	3532	0	846	1682	0	1176	1837	1504
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		115										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2354			640			535				154
Travel Time (s)		53.5			14.5			12.2				3.5
Confl. Peds. (#/hr)	8		3	3		8	14		2	2		14
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.93	0.93	0.93	0.78	0.78	0.78
Heavy Vehicles (%)	6%	2%	1%	0%	2%	0%	2%	2%	0%	9%	0%	5%
Adj. Flow (vph)	89	530	239	13	818	9	259	70	20	14	133	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	769	0	13	827	0	259	90	0	14	133	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.09	1.00	1.00	1.04	1.09	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

Lanes, Volumes, Timings  
 15: Manning Boulevard & Washington Avenue

07/26/2024

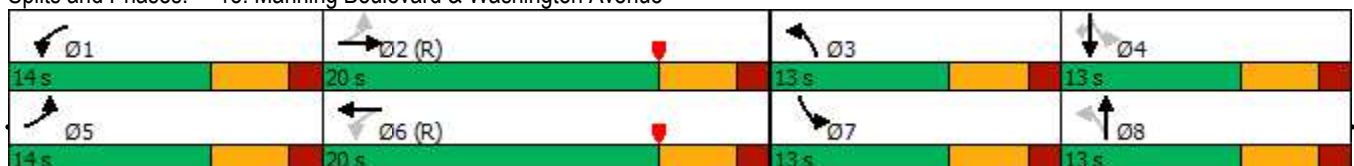


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	8.0	10.0		8.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	29.0
Total Split (s)	14.0	20.0		14.0	20.0		13.0	13.0		13.0	13.0	13.0
Total Split (%)	23.3%	33.3%		23.3%	33.3%		21.7%	21.7%		21.7%	21.7%	21.7%
Maximum Green (s)	9.0	15.0		9.0	15.0		8.0	8.0		8.0	8.0	8.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Min		None	Min	Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		13.0			13.0			17.0			17.0	17.0
Pedestrian Calls (#/hr)		5			5			5			5	5
Act Effct Green (s)	28.2	26.4		24.8	18.4		20.0	18.4		16.0	8.0	8.0
Actuated g/C Ratio	0.47	0.44		0.41	0.31		0.33	0.31		0.27	0.13	0.13
v/c Ratio	0.26	0.50		0.03	0.77		0.65	0.17		0.04	0.55	0.57
Control Delay	10.7	13.1		8.7	27.3		26.4	19.0		13.4	33.7	37.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	10.7	13.1		8.7	27.3		26.4	19.0		13.4	33.7	37.8
LOS	B	B		A	C		C	B		B	C	D
Approach Delay		12.9			27.0			24.5			34.4	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 54 (90%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 22.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 60.0%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 15: Manning Boulevard & Washington Avenue



# HCM Unsignalized Intersection Capacity Analysis

## 16: Campus Access Road/Campus Access Road Southbound & U-Turn near Lot Y

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	30	0	0	0	0	384
Future Volume (Veh/h)	30	0	0	0	0	384
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.66	0.66	0.92	0.92	0.96	0.96
Hourly flow rate (vph)	45	0	0	0	0	400
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1070			
pX, platoon unblocked						
vC, conflicting volume	133	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	133	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	853	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	45	133	133	133		
Volume Left	45	0	0	0		
Volume Right	0	0	0	0		
cSH	853	1700	1700	1700		
Volume to Capacity	0.05	0.08	0.08	0.08		
Queue Length 95th (ft)	4	0	0	0		
Control Delay (s)	9.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.5	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			36.9%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 18: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷↷↷		
Traffic Volume (veh/h)	274	0	0	215	0	0
Future Volume (Veh/h)	274	0	0	215	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.58	0.58	0.72	0.72	0.92	0.92
Hourly flow rate (vph)	472	0	0	299	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	47	100	100			
cM capacity (veh/h)	891	1084	1622			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>NB 3</b>		
Volume Total	472	100	100	100		
Volume Left	472	0	0	0		
Volume Right	0	0	0	0		
cSH	891	1700	1700	1700		
Volume to Capacity	0.53	0.06	0.06	0.06		
Queue Length 95th (ft)	80	0	0	0		
Control Delay (s)	13.5	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	13.5	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			8.3			
Intersection Capacity Utilization			74.8%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 19: Campus Access Road & U-Turn near Lot P

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	35	0	0	0	0	371
Future Volume (Veh/h)	35	0	0	0	0	371
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.71	0.71	0.92	0.92	0.79	0.79
Hourly flow rate (vph)	49	0	0	0	0	470
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	157	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	157	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			100	
cM capacity (veh/h)	825	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	49	157	157	157		
Volume Left	49	0	0	0		
Volume Right	0	0	0	0		
cSH	825	1700	1700	1700		
Volume to Capacity	0.06	0.09	0.09	0.09		
Queue Length 95th (ft)	5	0	0	0		
Control Delay (s)	9.6	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.6	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			18.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 20: Campus Access Road & Route 85 Southbound Off-Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑↑
Traffic Volume (veh/h)	69	0	0	0	0	423
Future Volume (Veh/h)	69	0	0	0	0	423
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	91	0	0	0	0	529
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	176	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	176	0			0	
tC, single (s)	*4.3	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			100	
cM capacity (veh/h)	907	1084			1622	
Direction, Lane #	WB 1	SB 1	SB 2	SB 3		
Volume Total	91	176	176	176		
Volume Left	91	0	0	0		
Volume Right	0	0	0	0		
cSH	907	1700	1700	1700		
Volume to Capacity	0.10	0.10	0.10	0.10		
Queue Length 95th (ft)	8	0	0	0		
Control Delay (s)	9.4	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.4	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			18.7%		ICU Level of Service	A
Analysis Period (min)			15			

\* User Entered Value



# HCM Unsignalized Intersection Capacity Analysis

## 21: Campus Access Road & Brevator Ramp

07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗			
Traffic Volume (veh/h)	0	110	132	0	0	0
Future Volume (Veh/h)	0	110	132	0	0	0
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.95	0.95	0.92	0.92
Hourly flow rate (vph)	0	115	139	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	139	46			139	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	139	46			139	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	840	1016			1442	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3		
Volume Total	115	46	46	46		
Volume Left	0	0	0	0		
Volume Right	115	0	0	0		
cSH	1016	1700	1700	1700		
Volume to Capacity	0.11	0.03	0.03	0.03		
Queue Length 95th (ft)	10	0	0	0		
Control Delay (s)	9.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.0	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			16.8%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑↑		↑↑
Traffic Vol, veh/h	95	43	82	122	179	28
Future Vol, veh/h	95	43	82	122	179	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	90	90	93	93
Heavy Vehicles, %	3	0	1	3	1	2
Mvmt Flow	136	61	91	136	192	30

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	457	111	222	0	0
Stage 1	207	-	-	-	-
Stage 2	250	-	-	-	-
Critical Hdwy	6.86	6.9	4.12	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-
Follow-up Hdwy	3.53	3.3	2.21	-	-
Pot Cap-1 Maneuver	530	927	1352	-	-
Stage 1	804	-	-	-	-
Stage 2	765	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	491	927	1352	-	-
Mov Cap-2 Maneuver	491	-	-	-	-
Stage 1	745	-	-	-	-
Stage 2	765	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	3.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1352	-	575	-	-
HCM Lane V/C Ratio	0.067	-	0.343	-	-
HCM Control Delay (s)	7.9	0.1	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

Lanes, Volumes, Timings  
24: Campus Access Road & Justice Drive

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖						↕	↘
Traffic Volume (vph)	0	7	5	1	9	0	0	0	0	0	505	0
Future Volume (vph)	0	7	5	1	9	0	0	0	0	0	505	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		0.99			1.00							
Fr <sub>t</sub>		0.946										
Fl <sub>t</sub> Protected					0.996							
Satd. Flow (prot)	0	930	0	0	946	0	0	0	0	0	3490	0
Fl <sub>t</sub> Permitted					0.967							
Satd. Flow (perm)	0	930	0	0	918	0	0	0	0	0	3490	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		320			130			344			350	
Travel Time (s)		7.3			3.0			7.8			6.0	
Confl. Peds. (#/hr)	37		2	2		37						
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.60	0.60	0.60	0.83	0.83	0.83	0.92	0.92	0.92	0.68	0.68	0.68
Heavy Vehicles (%)	2%	100%	80%	100%	100%	2%	2%	2%	2%	2%	0%	2%
Adj. Flow (vph)	0	12	8	1	11	0	0	0	0	0	743	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	12	0	0	0	0	0	743	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2							2
Detector Template		Thru		Left	Thru							Thru
Leading Detector (ft)		100		20	100							100
Trailing Detector (ft)		0		0	0							0
Detector 1 Position(ft)		0		0	0							0
Detector 1 Size(ft)		6		20	6							6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex							Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0							0.0
Detector 1 Queue (s)		0.0		0.0	0.0							0.0
Detector 1 Delay (s)		0.0		0.0	0.0							0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA							NA

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings  
 24: Campus Access Road & Justice Drive

07/26/2024

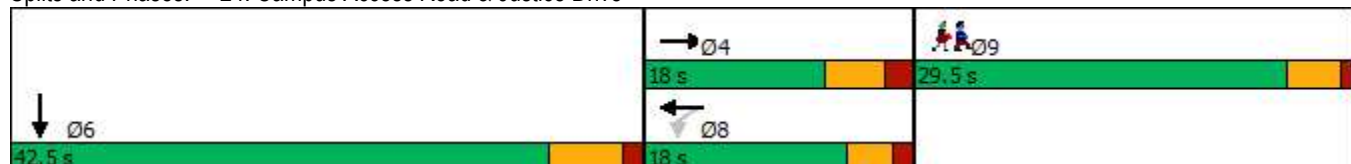


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8						6	
Permitted Phases				8								
Detector Phase		4		8	8							6
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0						12.0	
Minimum Split (s)		24.0		23.0	23.0						24.5	
Total Split (s)		18.0		18.0	18.0						42.5	
Total Split (%)		20.0%		20.0%	20.0%						47.2%	
Maximum Green (s)		12.0		13.5	13.5						36.0	
Yellow Time (s)		4.0		3.0	3.0						5.0	
All-Red Time (s)		2.0		1.5	1.5						1.5	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			4.5						6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Recall Mode		None		None	None						Min	
Walk Time (s)											7.0	
Flash Dont Walk (s)											8.0	
Pedestrian Calls (#/hr)											5	
Act Effct Green (s)		13.2			13.4						37.0	
Actuated g/C Ratio		0.31			0.32						0.87	
v/c Ratio		0.07			0.04						0.24	
Control Delay		18.4			17.7						5.8	
Queue Delay		0.0			0.0						0.0	
Total Delay		18.4			17.7						5.8	
LOS		B			B						A	
Approach Delay		18.4			17.7						5.8	
Approach LOS		B			B						A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	42.4
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.24
Intersection Signal Delay:	6.3
Intersection LOS:	A
Intersection Capacity Utilization:	34.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 24: Campus Access Road & Justice Drive



Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	29.5
Total Split (%)	33%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	10
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

# HCM Unsignalized Intersection Capacity Analysis

## 26: Soc Ring Road/Campus Access Road & Transit Stop Merge







07/26/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↱↱
Traffic Volume (veh/h)	6	0	0	0	0	510
Future Volume (Veh/h)	6	0	0	0	0	510
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.92	0.92	0.68	0.68
Hourly flow rate (vph)	8	0	0	0	0	750
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						344
pX, platoon unblocked	0.90					
vC, conflicting volume	375	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76	0			0	
tC, single (s)	8.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	4.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	625	1084			1622	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>SB 2</b>			
Volume Total	8	375	375			
Volume Left	8	0	0			
Volume Right	0	0	0			
cSH	625	1700	1700			
Volume to Capacity	0.01	0.22	0.22			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	10.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.8	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			24.1%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 27: U-Turn near Lot H & Campus Access Road Northbound/Campus Access Road Westbound

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↵	
Traffic Volume (veh/h)	0	0	0	662	45	0
Future Volume (Veh/h)	0	0	0	662	45	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.69	0.69	0.55	0.57
Hourly flow rate (vph)	0	0	0	959	82	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	480	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	480	0	
tC, single (s)			4.1	7.0	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.6	3.3	
p0 queue free %			100	84	100	
cM capacity (veh/h)			1622	498	1084	
Direction, Lane #	WB 1	WB 2	NB 1			
Volume Total	480	480	82			
Volume Left	0	0	82			
Volume Right	0	0	0			
cSH	1700	1700	498			
Volume to Capacity	0.28	0.28	0.16			
Queue Length 95th (ft)	0	0	15			
Control Delay (s)	0.0	0.0	13.7			
Lane LOS			B			
Approach Delay (s)	0.0		13.7			
Approach LOS			B			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			42.5%	ICU Level of Service		A
Analysis Period (min)			15			



# HCM Unsignalized Intersection Capacity Analysis

## 28: Soc Ring Road & U-Turn near Lot H

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	417	0	0	101	0
Future Volume (Veh/h)	0	417	0	0	101	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.92	0.92	0.64	0.64
Hourly flow rate (vph)	0	571	0	0	158	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				190	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				190	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				80	100
cM capacity (veh/h)	1622				786	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	190	190	190	158		
Volume Left	0	0	0	158		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	786		
Volume to Capacity	0.11	0.11	0.11	0.20		
Queue Length 95th (ft)	0	0	0	19		
Control Delay (s)	0.0	0.0	0.0	10.7		
Lane LOS				B		
Approach Delay (s)	0.0			10.7		
Approach LOS				B		
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			40.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 29: U-Turn near Lot F & Campus Access Road Westbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	805	5	0
Future Volume (Veh/h)	0	0	0	805	5	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.68	0.68	0.63	0.63
Hourly flow rate (vph)	0	0	0	1184	8	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		395	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		395	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1622		588	1084
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>		
Volume Total	395	395	395	8		
Volume Left	0	0	0	8		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	588		
Volume to Capacity	0.23	0.23	0.23	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	0.0	0.0	0.0	11.2		
Lane LOS				B		
Approach Delay (s)	0.0			11.2		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			44.1%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 30: Soc Ring Road & U-Turn near Lot F

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	513	0	0	353	0
Future Volume (Veh/h)	0	513	0	0	353	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.71	0.71	0.92	0.92	0.62	0.62
Hourly flow rate (vph)	0	723	0	0	569	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				241	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				241	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				22	100
cM capacity (veh/h)	1629				732	1091
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	241	241	241	569		
Volume Left	0	0	0	569		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	732		
Volume to Capacity	0.14	0.14	0.14	0.78		
Queue Length 95th (ft)	0	0	0	191		
Control Delay (s)	0.0	0.0	0.0	24.9		
Lane LOS				C		
Approach Delay (s)	0.0			24.9		
Approach LOS				C		
Intersection Summary						
Average Delay			11.0			
Intersection Capacity Utilization			39.3%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 31: U-Turn near Lot F/Harriman Campus Road & Campus Access Road Westbound

07/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↖					↗
Traffic Volume (veh/h)	0	0	0	0	937	45	1	0	0	0	0	23
Future Volume (Veh/h)	0	0	0	0	937	45	1	0	0	0	0	23
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.71	0.71	0.71	0.25	0.25	0.25	0.61	0.61	0.61
Hourly flow rate (vph)	0	0	0	0	1320	63	4	0	0	0	0	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1320			0			440	1320	0	1352	1352	472
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1320			0			440	1320	0	1352	1352	472
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	93
cM capacity (veh/h)	519			1622			470	156	1084	109	149	544
Direction, Lane #	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	528	528	327	4	38							
Volume Left	0	0	0	4	0							
Volume Right	0	0	63	0	38							
cSH	1700	1700	1700	470	544							
Volume to Capacity	0.31	0.31	0.19	0.01	0.07							
Queue Length 95th (ft)	0	0	0	1	6							
Control Delay (s)	0.0	0.0	0.0	12.7	12.1							
Lane LOS				B	B							
Approach Delay (s)	0.0			12.7	12.1							
Approach LOS				B	B							
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			35.8%	ICU Level of Service					A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 32: State Campus Road & Soc Ring Road

07/26/2024

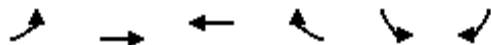


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	455	412	0	0	0	146
Future Volume (Veh/h)	455	412	0	0	0	146
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.92	0.92	0.88	0.85
Hourly flow rate (vph)	500	453	0	0	0	172
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			953		726	393
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			953		726	393
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	72
cM capacity (veh/h)			717		364	609
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NB 1</b>		
Volume Total	200	200	553	172		
Volume Left	0	0	0	0		
Volume Right	0	0	453	172		
cSH	1700	1700	1700	609		
Volume to Capacity	0.12	0.12	0.33	0.28		
Queue Length 95th (ft)	0	0	0	29		
Control Delay (s)	0.0	0.0	0.0	13.2		
Lane LOS				B		
Approach Delay (s)	0.0			13.2		
Approach LOS				B		
<b>Intersection Summary</b>						
Average Delay			2.0			
Intersection Capacity Utilization			33.7%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

32 cont.: Soc Ring Road/Campus Access Road Eastbound & U-Turn near Lot D

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	602	0	0	596	0
Future Volume (Veh/h)	0	602	0	0	596	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.50	0.92
Hourly flow rate (vph)	0	654	0	0	1192	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				218	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				218	0
tC, single (s)	4.1				*3.4	6.9
tC, 2 stage (s)						
tF (s)	2.2				*2.5	3.3
p0 queue free %	100				6	100
cM capacity (veh/h)	1622				1263	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	218	218	218	1192		
Volume Left	0	0	0	1192		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	1263		
Volume to Capacity	0.13	0.13	0.13	0.94		
Queue Length 95th (ft)	0	0	0	429		
Control Delay (s)	0.0	0.0	0.0	32.2		
Lane LOS				D		
Approach Delay (s)	0.0			32.2		
Approach LOS				D		
Intersection Summary						
Average Delay			20.8			
Intersection Capacity Utilization			45.5%		ICU Level of Service	A
Analysis Period (min)			15			

\* User Entered Value

# HCM Unsignalized Intersection Capacity Analysis

## 33: U-Turn near Lot D & Campus Access Road Westbound

07/26/2024

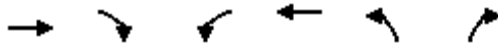


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	919	76	0
Future Volume (Veh/h)	0	0	0	919	76	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.57	0.84	0.92
Hourly flow rate (vph)	0	0	0	1612	90	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0	537	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0	537	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	81	100	
cM capacity (veh/h)			1622	476	1084	
Direction, Lane #	WB 1	WB 2	WB 3	NB 1		
Volume Total	537	537	537	90		
Volume Left	0	0	0	90		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	476		
Volume to Capacity	0.32	0.32	0.32	0.19		
Queue Length 95th (ft)	0	0	0	17		
Control Delay (s)	0.0	0.0	0.0	14.3		
Lane LOS				B		
Approach Delay (s)	0.0			14.3		
Approach LOS				B		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			47.6%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 34: Campus Access Road & Campus Access Road Eastbound

07/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	1027	89	0	0	0	89
Future Volume (Veh/h)	1027	89	0	0	0	89
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.92	0.92	0.80	0.80
Hourly flow rate (vph)	1510	131	0	0	0	111
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1510		1576	569
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1510		1576	569
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	76
cM capacity (veh/h)			439		100	465
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NB 1</b>		
Volume Total	604	604	433	111		
Volume Left	0	0	0	0		
Volume Right	0	0	131	111		
cSH	1700	1700	1700	465		
Volume to Capacity	0.36	0.36	0.25	0.24		
Queue Length 95th (ft)	0	0	0	23		
Control Delay (s)	0.0	0.0	0.0	15.1		
Lane LOS				C		
Approach Delay (s)	0.0			15.1		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			1.0			
Intersection Capacity Utilization			34.0%	ICU Level of Service	A	
Analysis Period (min)			15			



HCM Unsignalized Intersection Capacity Analysis  
 34 cont.: Campus Access Road Eastbound & U-Turn near Lot C

07/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↘	
Traffic Volume (veh/h)	0	1116	0	0	61	0
Future Volume (Veh/h)	0	1116	0	0	61	0
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.57	0.92
Hourly flow rate (vph)	0	1213	0	0	107	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				404	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				404	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				82	100
cM capacity (veh/h)	1622				580	1084
Direction, Lane #	EB 1	EB 2	EB 3	SB 1		
Volume Total	404	404	404	107		
Volume Left	0	0	0	107		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	580		
Volume to Capacity	0.24	0.24	0.24	0.18		
Queue Length 95th (ft)	0	0	0	17		
Control Delay (s)	0.0	0.0	0.0	12.6		
Lane LOS				B		
Approach Delay (s)	0.0			12.6		
Approach LOS				B		
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			35.2%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 35: U-Turn near Lot C & Campus Access Road Westbound

07/26/2024

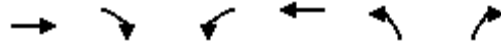


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Volume (veh/h)	0	0	0	243	29	0
Future Volume (Veh/h)	0	0	0	243	29	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.64	0.92
Hourly flow rate (vph)	0	0	0	264	45	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		88	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		88	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		95	100
cM capacity (veh/h)			1622		909	1084
Direction, Lane #	WB 1	WB 2	WB 3	NB 1		
Volume Total	88	88	88	45		
Volume Left	0	0	0	45		
Volume Right	0	0	0	0		
cSH	1700	1700	1700	909		
Volume to Capacity	0.05	0.05	0.05	0.05		
Queue Length 95th (ft)	0	0	0	4		
Control Delay (s)	0.0	0.0	0.0	9.2		
Lane LOS				A		
Approach Delay (s)	0.0			9.2		
Approach LOS				A		
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			35.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024

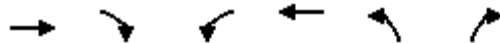


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø6	Ø9
Lane Configurations	↑↑				↙					
Traffic Volume (vph)	836	6	0	0	4	0				
Future Volume (vph)	836	6	0	0	4	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00				
Fr t	0.999									
Flt Protected					0.950					
Satd. Flow (prot)	3512	0	0	0	902	0				
Flt Permitted					0.950					
Satd. Flow (perm)	3512	0	0	0	902	0				
Right Turn on Red	Yes				Yes					
Satd. Flow (RTOR)										
Link Speed (mph)	30			30		30				
Link Distance (ft)	302			147		77				
Travel Time (s)	6.9			3.3		1.8				
Peak Hour Factor	0.67	0.67	0.92	0.92	0.50	0.50				
Heavy Vehicles (%)	2%	100%	2%	2%	100%	2%				
Adj. Flow (vph)	1248	9	0	0	8	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1257	0	0	0	8	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0		12				
Link Offset(ft)	0			0		0				
Crosswalk Width(ft)	16			16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	9		15		15		9			
Number of Detectors	2				1					
Detector Template	Thru				Left					
Leading Detector (ft)	100				20					
Trailing Detector (ft)	0				0					
Detector 1 Position(ft)	0				0					
Detector 1 Size(ft)	6				20					
Detector 1 Type	Cl+Ex				Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)	0.0				0.0					
Detector 1 Queue (s)	0.0				0.0					
Detector 1 Delay (s)	0.0				0.0					
Detector 2 Position(ft)	94									
Detector 2 Size(ft)	6									
Detector 2 Type	Cl+Ex									
Detector 2 Channel										
Detector 2 Extend (s)	0.0									
Turn Type	NA				Prot					
Protected Phases	10!				5!		2	4	6	9
Permitted Phases										
Detector Phase	10				5					
Switch Phase										

# Lanes, Volumes, Timings

## 37: Belvidere Avenue & Campus Access Road Eastbound

07/26/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø4	Ø6	Ø9
Minimum Initial (s)	5.0				5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	23.0				16.0		32.0	32.0	34.0	19.0
Total Split (s)	32.0				53.0		35.0	34.0	36.0	20.0
Total Split (%)	36.0%				59.6%		39%	38%	40%	22%
Maximum Green (s)	27.0				42.0		29.0	27.0	30.0	14.0
Yellow Time (s)	4.0				4.0		5.0	4.0	5.0	4.0
All-Red Time (s)	1.0				7.0		1.0	3.0	1.0	2.0
Lost Time Adjust (s)	0.0				0.0					
Total Lost Time (s)	5.0				11.0					
Lead/Lag					Lag		Lead		Lead	Lag
Lead-Lag Optimize?					Yes		Yes		Yes	Yes
Vehicle Extension (s)	3.0				3.0		3.0	3.0	3.0	3.0
Recall Mode	None				None		Max	None	Max	None
Walk Time (s)	7.0						7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0						19.0	18.0	21.0	6.0
Pedestrian Calls (#/hr)	0						0	0	0	0
Act Effct Green (s)	52.6				7.5					
Actuated g/C Ratio	1.00				0.14					
v/c Ratio	0.36				0.06					
Control Delay	0.3				9.0					
Queue Delay	0.0				0.0					
Total Delay	0.3				9.0					
LOS	A				A					
Approach Delay	0.3				9.0					
Approach LOS	A				A					

### Intersection Summary

Area Type:	Other
Cycle Length:	89
Actuated Cycle Length:	52.6
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	0.3
Intersection LOS:	A
Intersection Capacity Utilization:	40.8%
ICU Level of Service:	A
Analysis Period (min):	15

! Phase conflict between lane groups.

### Splits and Phases: 37: Belvidere Avenue & Campus Access Road Eastbound



Lanes, Volumes, Timings  
38: I-85 NB off ramp & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (vph)	0	6	0	0	4	0	0	91	0	0	0	0
Future Volume (vph)	0	6	0	0	4	0	0	91	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	950	0	0	950	0	0	1863	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	950	0	0	950	0	0	1863	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		77			78			1039				128
Travel Time (s)		1.8			1.8			23.6				2.9
Peak Hour Factor	0.75	0.75	0.75	0.78	0.78	0.78	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	2%	100%	2%	2%	100%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	8	0	0	5	0	0	112	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	5	0	0	112	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2				
Detector Template		Thru			Thru			Thru				
Leading Detector (ft)		100			100			100				
Trailing Detector (ft)		0			0			0				
Detector 1 Position(ft)		0			0			0				
Detector 1 Size(ft)		6			6			6				
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0				
Detector 1 Queue (s)		0.0			0.0			0.0				
Detector 1 Delay (s)		0.0			0.0			0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type		NA			NA			NA				
Protected Phases		9!			5!			10!				
Permitted Phases												
Detector Phase		9			5			10				
Switch Phase												

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

Lane Group	Ø2	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Util. Factor			
Fr't			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	2	4	6
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024



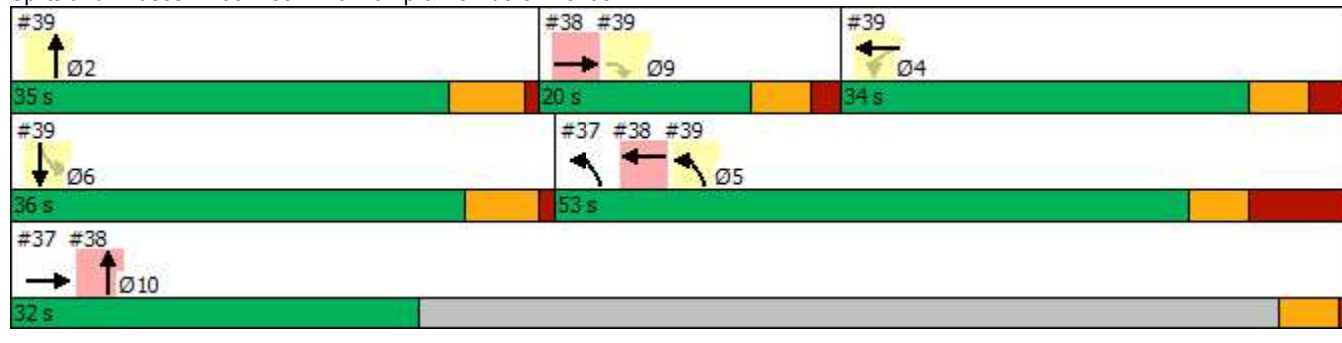
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			5.0			5.0				
Minimum Split (s)		19.0			16.0			23.0				
Total Split (s)		20.0			53.0			32.0				
Total Split (%)		22.5%			59.6%			36.0%				
Maximum Green (s)		14.0			42.0			27.0				
Yellow Time (s)		4.0			4.0			4.0				
All-Red Time (s)		2.0			7.0			1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			11.0			5.0				
Lead/Lag		Lag			Lag							
Lead-Lag Optimize?		Yes			Yes							
Vehicle Extension (s)		3.0			3.0			3.0				
Recall Mode		None			None			None				
Walk Time (s)		7.0						7.0				
Flash Dont Walk (s)		6.0						11.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)		6.2			7.5			52.6				
Actuated g/C Ratio		0.12			0.14			1.00				
v/c Ratio		0.07			0.04			0.06				
Control Delay		23.3			2.0			0.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		23.3			2.0			0.1				
LOS		C			A			A				
Approach Delay		23.3			2.0			0.1				
Approach LOS		C			A			A				

Intersection Summary

Area Type:	Other
Cycle Length:	89
Actuated Cycle Length:	52.6
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	1.6
Intersection LOS:	A
Intersection Capacity Utilization:	22.3%
ICU Level of Service:	A
Analysis Period (min):	15

! Phase conflict between lane groups.

Splits and Phases: 38: I-85 NB off ramp & Belvidere Avenue



Lanes, Volumes, Timings  
 38: I-85 NB off ramp & Belvidere Avenue

07/26/2024

Lane Group	Ø2	Ø4	Ø6
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	34.0
Total Split (s)	35.0	34.0	36.0
Total Split (%)	39%	38%	40%
Maximum Green (s)	29.0	27.0	30.0
Yellow Time (s)	5.0	4.0	5.0
All-Red Time (s)	1.0	3.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead		Lead
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	None	Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	19.0	18.0	21.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			



Lanes, Volumes, Timings  
39: Brevator Street & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	6	6	0	25	4	151	4	16	171	0
Future Volume (vph)	0	0	6	6	0	25	4	151	4	16	171	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.850			0.996				
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	822	1865	1583	0	902	1918	0	1805	1944	0
Flt Permitted				0.950			0.950			0.637		
Satd. Flow (perm)	0	0	822	1865	1583	0	902	1918	0	1210	1944	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			641		699			2				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		78			312			1042				1403
Travel Time (s)		1.8			7.1			23.7				31.9
Peak Hour Factor	0.88	0.88	0.88	0.75	0.75	0.75	0.81	0.81	0.81	0.83	0.83	0.83
Heavy Vehicles (%)	2%	100%	100%	0%	2%	2%	100%	2%	0%	0%	1%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	0	0	7	8	0	33	5	186	5	19	206	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	7	8	33	0	5	191	0	19	206	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	1.00	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2		1	2		1	2	
Detector Template			Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)			20	20	100		20	100		20	100	
Trailing Detector (ft)			0	0	0		0	0		0	0	
Detector 1 Position(ft)			0	0	0		0	0		0	0	
Detector 1 Size(ft)			20	20	6		20	6		20	6	
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type			Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases					4!		5!	2			6!	
Permitted Phases			9	4!						6!		

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/26/2024

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	

Lanes, Volumes, Timings  
 39: Brevator Street & Belvidere Avenue

07/26/2024

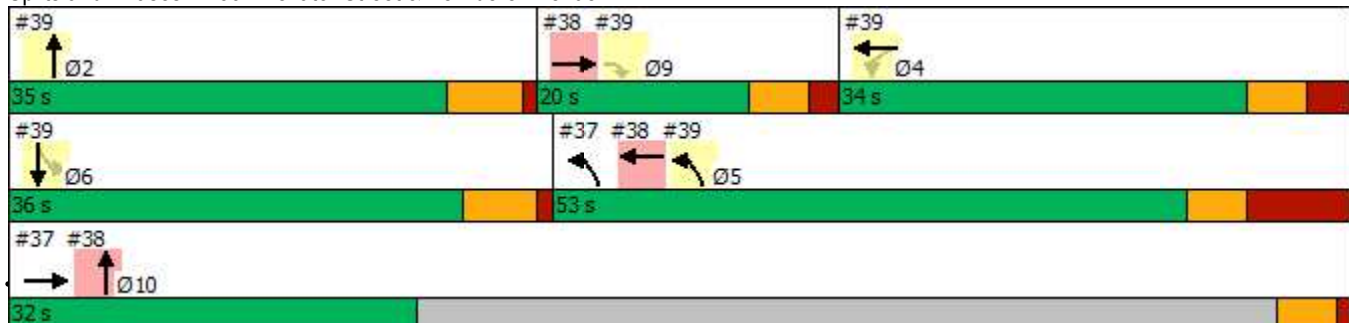


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase			9	4	4		5	2		6	6	
Switch Phase												
Minimum Initial (s)			5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)			19.0	32.0	32.0		16.0	32.0		34.0	34.0	
Total Split (s)			20.0	34.0	34.0		53.0	35.0		36.0	36.0	
Total Split (%)			22.5%	38.2%	38.2%		59.6%	39.3%		40.4%	40.4%	
Maximum Green (s)			14.0	27.0	27.0		42.0	29.0		30.0	30.0	
Yellow Time (s)			4.0	4.0	4.0		4.0	5.0		5.0	5.0	
All-Red Time (s)			2.0	3.0	3.0		7.0	1.0		1.0	1.0	
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)			6.0	7.0	7.0		11.0	6.0		6.0	6.0	
Lead/Lag			Lag				Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes				Yes	Yes		Yes	Yes	
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode			None	None	None		None	Max		Max	Max	
Walk Time (s)			7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)			6.0	18.0	18.0		19.0	19.0		21.0	21.0	
Pedestrian Calls (#/hr)			0	0	0		0	0		0	0	
Act Effct Green (s)			6.2	5.8	5.8		7.5	42.9		47.2	47.2	
Actuated g/C Ratio			0.12	0.11	0.11		0.14	0.82		0.90	0.90	
v/c Ratio			0.01	0.04	0.04		0.04	0.12		0.02	0.12	
Control Delay			0.2	22.8	0.1		19.0	4.9		4.5	3.5	
Queue Delay			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay			0.2	22.8	0.1		19.0	4.9		4.5	3.5	
LOS			A	C	A		B	A		A	A	
Approach Delay		0.2			4.5			5.3			3.6	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 89  
 Actuated Cycle Length: 52.6  
 Natural Cycle: 85  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.36  
 Intersection Signal Delay: 4.3  
 Intersection LOS: A  
 Intersection Capacity Utilization 33.2%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 39: Brevator Street & Belvidere Avenue



Lane Group	Ø10
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	23.0
Total Split (s)	32.0
Total Split (%)	36%
Maximum Green (s)	27.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings  
40: Magazine Street/Tudor Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	5	711	49	19	1027	4	62	1	9	2	1	6
Future Volume (vph)	5	711	49	19	1027	4	62	1	9	2	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.999			0.983			0.910	
Flt Protected					0.999			0.959			0.990	
Satd. Flow (prot)	0	3657	0	0	3687	0	0	1776	0	0	1712	0
Flt Permitted		0.949			0.936			0.740			0.933	
Satd. Flow (perm)	0	3470	0	0	3454	0	0	1370	0	0	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			1			8			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		577			395			314			488	
Travel Time (s)		13.1			9.0			7.1			11.1	
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.65	0.65	0.65	0.38	0.38	0.38
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	741	51	20	1104	4	95	2	14	5	3	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	797	0	0	1128	0	0	111	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

Lanes, Volumes, Timings  
40: Magazine Street/Tudor Road & Western Avenue

07/26/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.0	25.0		31.0	31.0		31.0	31.0		31.0	31.0	
Total Split (s)	57.0	57.0		57.0	57.0		18.0	18.0		18.0	18.0	
Total Split (%)	76.0%	76.0%		76.0%	76.0%		24.0%	24.0%		24.0%	24.0%	
Maximum Green (s)	52.0	52.0		52.0	52.0		13.0	13.0		13.0	13.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	13.0	13.0		19.0	19.0		19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		56.2			56.2			12.4			12.4	
Actuated g/C Ratio		0.75			0.75			0.17			0.17	
v/c Ratio		0.31			0.44			0.48			0.09	
Control Delay		5.0			6.1			31.6			14.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.0			6.1			31.6			14.3	
LOS		A			A			C			B	
Approach Delay		5.0			6.1			31.6			14.3	
Approach LOS		A			A			C			B	

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	15 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	7.1
Intersection LOS:	A
Intersection Capacity Utilization	61.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 40: Magazine Street/Tudor Road & Western Avenue



# Lanes, Volumes, Timings

## 41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	↕
Traffic Volume (vph)	92	632	16	6	812	19	13	28	21	60	44	313
Future Volume (vph)	92	632	16	6	812	19	13	28	21	60	44	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	16	12	11	12	12	12	16
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.997			0.997			0.955				0.850
Fl <sub>t</sub> Protected		0.994						0.989		0.950		
Satd. Flow (prot)	0	3661	0	0	3646	0	0	1718	0	1787	1900	1830
Fl <sub>t</sub> Permitted		0.734			0.950			0.945		0.708		
Satd. Flow (perm)	0	2703	0	0	3464	0	0	1641	0	1332	1900	1830
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			5			25				90
Link Speed (mph)		30			30			25				25
Link Distance (ft)		312			732			334				1048
Travel Time (s)		7.1			16.6			9.1				28.6
Peak Hour Factor	0.97	0.97	0.97	0.88	0.88	0.88	0.83	0.83	0.83	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	0%	0%	2%	3%	0%	0%	3%	1%	0%	0%
Adj. Flow (vph)	95	652	16	7	923	22	16	34	25	77	56	401
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	763	0	0	952	0	0	75	0	77	56	401
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.96	1.00	1.00	0.96	0.85	1.00	1.04	1.00	1.00	1.00	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm

# Lanes, Volumes, Timings

## 41: Hillcrest Avenue/State Campus Road & Western Avenue

07/26/2024

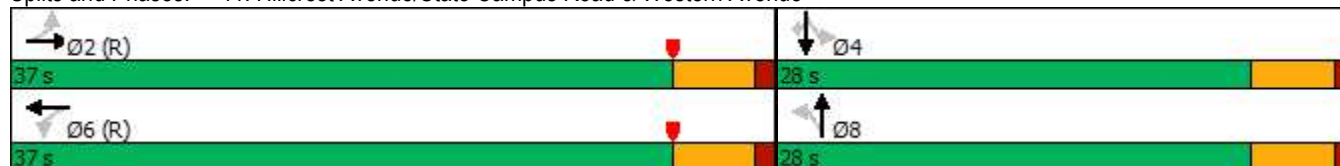


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	23.0	23.0		29.0	29.0		23.0	23.0		28.0	28.0	28.0
Total Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	56.9%	56.9%		56.9%	56.9%		43.1%	43.1%		43.1%	43.1%	43.1%
Maximum Green (s)	32.0	32.0		32.0	32.0		23.0	23.0		23.0	23.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		17.0	17.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)	5	5		5	5					5	5	5
Act Effct Green (s)		37.9			37.9			17.1		17.1	17.1	17.1
Actuated g/C Ratio		0.58			0.58			0.26		0.26	0.26	0.26
v/c Ratio		0.48			0.47			0.17		0.22	0.11	0.73
Control Delay		10.2			9.7			12.5		18.2	16.4	24.3
Queue Delay		0.0			0.0			0.0		0.0	0.0	0.0
Total Delay		10.2			9.7			12.5		18.2	16.4	24.3
LOS		B			A			B		B	B	C
Approach Delay		10.2			9.7			12.5			22.6	
Approach LOS		B			A			B			C	

### Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	33 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	12.9
Intersection LOS:	B
Intersection Capacity Utilization:	66.5%
ICU Level of Service:	C
Analysis Period (min):	15

### Splits and Phases: 41: Hillcrest Avenue/State Campus Road & Western Avenue





Lanes, Volumes, Timings  
42: Western Avenue & Campus Access Road

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations		↕↕	↕↔		↔	↔	
Traffic Volume (vph)	33	678	817	48	79	25	
Future Volume (vph)	33	678	817	48	79	25	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	11	11	
Storage Length (ft)	0			0	0	110	
Storage Lanes	0			0	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Frt			0.992			0.850	
Flt Protected		0.998			0.950		
Satd. Flow (prot)	0	3535	3509	0	1745	1561	
Flt Permitted		0.868			0.950		
Satd. Flow (perm)	0	3075	3509	0	1745	1561	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			17			32	
Link Speed (mph)		30	30		30		
Link Distance (ft)		732	209		810		
Travel Time (s)		16.6	4.8		18.4		
Peak Hour Factor	0.93	0.93	0.89	0.89	0.78	0.78	
Heavy Vehicles (%)	0%	2%	2%	3%	0%	0%	
Adj. Flow (vph)	35	729	918	54	101	32	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	764	972	0	101	32	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		11		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2		1	1	
Detector Template	Left	Thru	Thru		Left	Right	
Leading Detector (ft)	20	100	100		20	20	
Trailing Detector (ft)	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	Perm	NA	NA		Prot	Perm	

# Lanes, Volumes, Timings

## 42: Western Avenue & Campus Access Road

07/26/2024

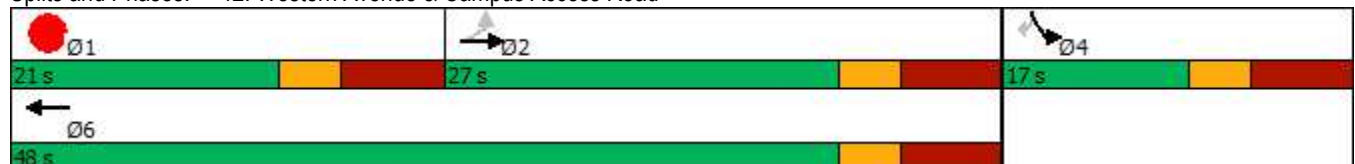


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Protected Phases		2	6		4		1
Permitted Phases	2						4
Detector Phase	2	2	6		4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.0	26.0	26.0		26.0	26.0	13.0
Total Split (s)	27.0	27.0	48.0		17.0	17.0	21.0
Total Split (%)	41.5%	41.5%	73.8%		26.2%	26.2%	32%
Maximum Green (s)	19.0	19.0	40.0		9.0	9.0	13.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	5.0	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes					Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min	Min		None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5		5	5	
Act Effct Green (s)		31.2	31.2		9.3	9.3	
Actuated g/C Ratio		0.61	0.61		0.18	0.18	
v/c Ratio		0.40	0.45		0.32	0.10	
Control Delay		8.9	9.0		21.9	8.5	
Queue Delay		0.0	0.1		0.0	0.0	
Total Delay		8.9	9.2		21.9	8.5	
LOS		A	A		C	A	
Approach Delay		8.9	9.2		18.7		
Approach LOS		A	A		B		

### Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	50.8
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.45
Intersection Signal Delay:	9.7
Intersection LOS:	A
Intersection Capacity Utilization:	60.8%
ICU Level of Service:	B
Analysis Period (min):	15

### Splits and Phases: 42: Western Avenue & Campus Access Road



Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/26/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	62	747	752	83	82	102
Future Volume (vph)	62	747	752	83	82	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	10	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.985			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	3643	3486	0	1652	1794
Flt Permitted		0.814			0.950	
Satd. Flow (perm)	0	2977	3486	0	1652	1794
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	30		30	
Link Distance (ft)		776	1554		1042	
Travel Time (s)		17.6	35.3		23.7	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.86	0.86
Adj. Flow (vph)	67	803	864	95	95	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	870	959	0	95	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.00	1.00	1.09	0.85
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		8	
Permitted Phases	2					8
Detector Phase	2	2	6		8	8
Switch Phase						

Lanes, Volumes, Timings  
43: Western Avenue & Brevator Street

07/26/2024

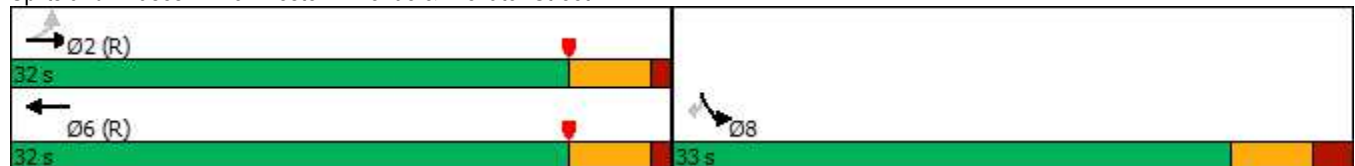


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	23.0	23.0	32.0		31.0	31.0
Total Split (s)	32.0	32.0	32.0		33.0	33.0
Total Split (%)	49.2%	49.2%	49.2%		50.8%	50.8%
Maximum Green (s)	27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min		None	None
Walk Time (s)			7.0		7.0	7.0
Flash Dont Walk (s)			20.0		18.0	18.0
Pedestrian Calls (#/hr)			5		5	5
Act Effct Green (s)		45.4	45.4		12.4	12.4
Actuated g/C Ratio		0.70	0.70		0.19	0.19
v/c Ratio		0.42	0.39		0.30	0.35
Control Delay		7.8	10.0		22.9	23.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		7.8	10.0		22.9	23.7
LOS		A	B		C	C
Approach Delay		7.8	10.0		23.3	
Approach LOS		A	B		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 47 (72%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.42  
 Intersection Signal Delay: 10.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 43: Western Avenue & Brevator Street



Lanes, Volumes, Timings  
44: Western Avenue & Belvidere Avenue

07/26/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	8	732	9	0	856	37	1	1	1	21	2	3
Future Volume (vph)	8	732	9	0	856	37	1	1	1	21	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	12	12	13	13	12	12	12	16	12	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.994			0.955			0.984	
Flt Protected		0.999						0.984			0.962	
Satd. Flow (prot)	0	3648	0	0	3635	0	0	1785	0	0	1776	0
Flt Permitted		0.944									0.897	
Satd. Flow (perm)	0	3447	0	0	3635	0	0	1814	0	0	1656	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		2			8							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1554			291			499			1509	
Travel Time (s)		35.3			6.6			11.3			34.3	
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.38	0.38	0.38	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	11%
Adj. Flow (vph)	9	813	10	0	920	40	3	3	3	27	3	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	832	0	0	960	0	0	9	0	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			-75			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	1.00	0.96	0.96	1.00	1.00	1.00	0.85	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			3			4	
Permitted Phases	2			6			3			4		
Detector Phase	2	2		6	6		3	3		4	4	

Lanes, Volumes, Timings  
 44: Western Avenue & Belvidere Avenue

07/26/2024

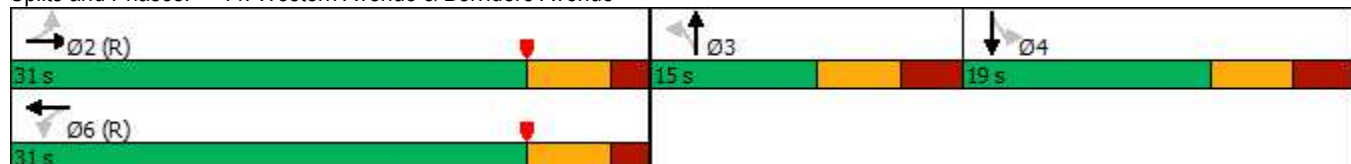


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Switch Phase</b>												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.0	24.0		31.0	31.0		25.0	25.0		33.0	33.0	
Total Split (s)	31.0	31.0		31.0	31.0		15.0	15.0		19.0	19.0	
Total Split (%)	47.7%	47.7%		47.7%	47.7%		23.1%	23.1%		29.2%	29.2%	
Maximum Green (s)	25.0	25.0		25.0	25.0		8.0	8.0		12.0	12.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			7.0			7.0	
<b>Lead/Lag</b>							Lead	Lead		Lag	Lag	
<b>Lead-Lag Optimize?</b>							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		18.0	18.0					19.0	19.0	
Pedestrian Calls (#/hr)	5	5		5	5					5	5	
Act Effct Green (s)		52.8			52.8			8.0			8.8	
Actuated g/C Ratio		0.81			0.81			0.12			0.14	
v/c Ratio		0.30			0.32			0.04			0.15	
Control Delay		5.3			6.2			25.7			25.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.3			6.2			25.7			25.8	
LOS		A			A			C			C	
Approach Delay		5.3			6.2			25.7			25.8	
Approach LOS		A			A			C			C	

**Intersection Summary**

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	31 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.32
Intersection Signal Delay:	6.3
Intersection LOS:	A
Intersection Capacity Utilization:	43.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 44: Western Avenue & Belvidere Avenue



# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/11/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	Albany	Time Period Analyzed	Existing AM Peak Hour
Project Description	DASNY	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.73		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 EB	906	4
2	Diverge	Basic	I-90 EB Exit 3 off ramp to Campus Outer Rd.	971	4
3	Diverge	Diverge	I-90 EB Exit 4 off ramp to NY 85 SB.	1152	3
4	Basic	Basic	I-90 EB	1808	3
5	Merge	Merge	I-90 EB on ramp from Campus Outer Rd.	715	3
6	Merge	Merge	I-90 EB on ramp from NY 85 SB.	1096	4
7	Basic	Basic	I-90 EB	2500	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.962	7042	9000	0.78	55.0	32.0	D

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.91	0.962	1.000	6891	835	9000	2000	0.77	0.42	55.0	55.0	31.3	31.3	D

### Segment 3: Diverge

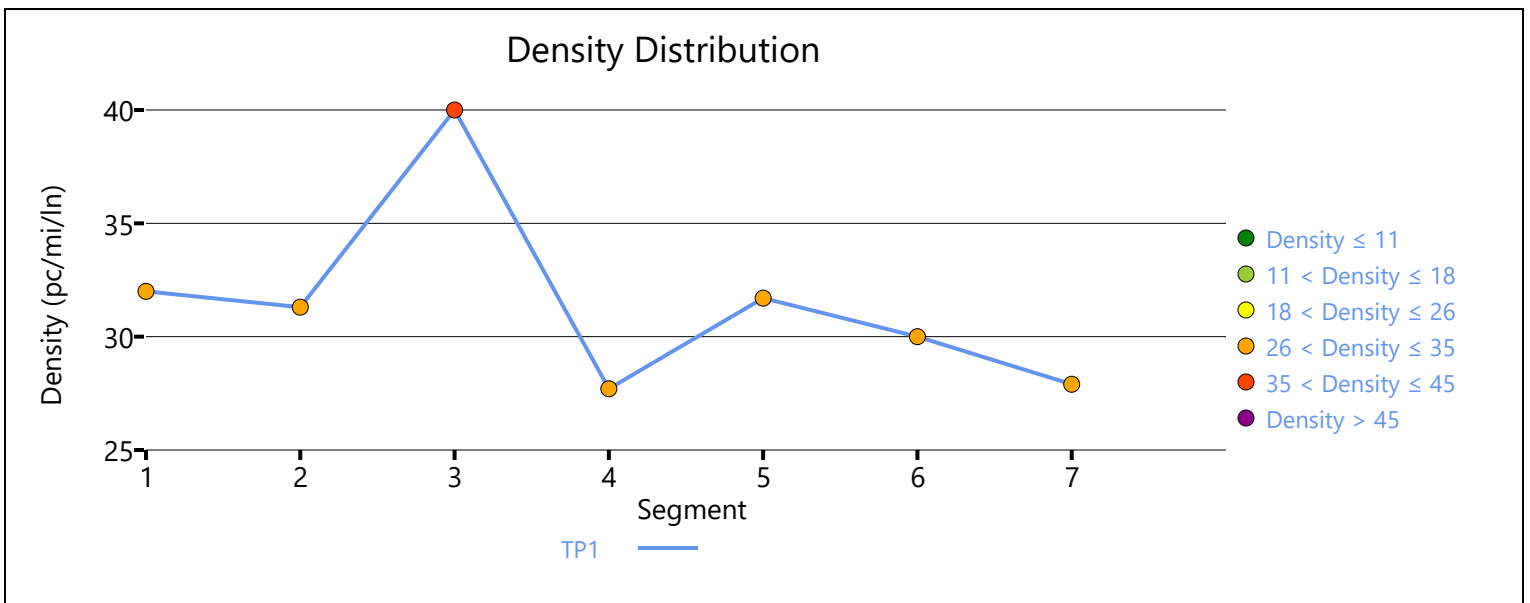
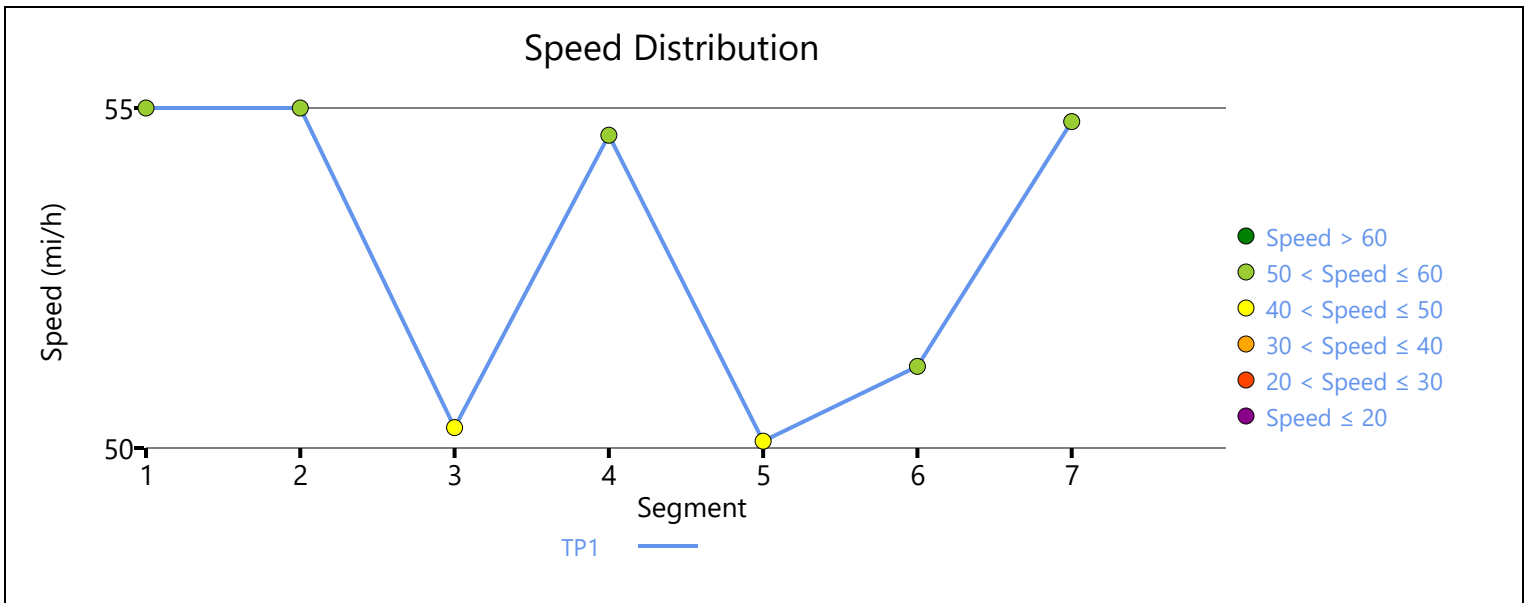
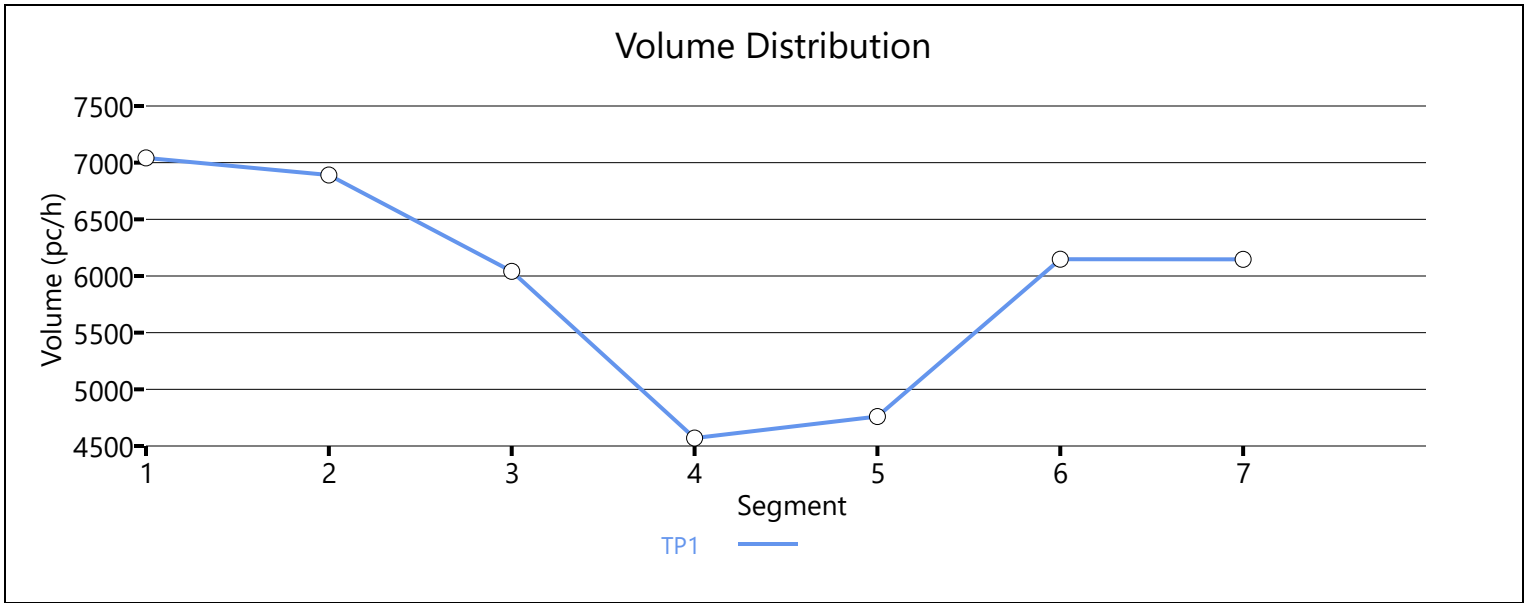
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.93	0.962	0.980	6041	1444	6750	2000	0.89	0.72	50.3	47.7	40.0	35.9	E

### Segment 4: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.962	4570	6750	0.68	54.6	27.7	D

Segment 5: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.67	0.962	0.980	4760	190	6750	2000	0.71	0.10	50.1	50.2	31.7	25.9	C
Segment 6: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.87	0.962	0.980	6148	1438	9000	4000	0.68	0.36	51.2	50.7	30.0	22.1	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.962		6147		9000		0.68		54.8		27.9		D
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	53.4		30.5		29.4		1.90		D						
Facility Overall Results															
Space Mean Speed, mi/h					53.4			Density, veh/mi/ln			29.4				
Average Travel Time, min					1.90			Density, pc/mi/ln			30.5				
Messages															
Comments															





# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/11/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	Albany	Time Period Analyzed	No Build AM Peak Hour
Project Description	DASNY	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.73		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 EB	906	4
2	Diverge	Basic	I-90 EB Exit 3 off ramp to Campus Outer Rd.	971	4
3	Diverge	Diverge	I-90 EB Exit 4 off ramp to NY 85 SB.	1152	3
4	Basic	Basic	I-90 EB	1808	3
5	Merge	Merge	I-90 EB on ramp from Campus Outer Rd.	715	3
6	Merge	Merge	I-90 EB on ramp from NY 85 SB.	1096	4
7	Basic	Basic	I-90 EB	2500	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.962	7254	9000	0.81	55.0	33.0	D

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.91	0.962	1.000	7098	860	9000	2000	0.79	0.43	55.0	55.0	32.3	32.3	D

### Segment 3: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.93	0.962	0.980	6222	1487	6750	2000	0.92	0.74	50.2	47.7	41.3	36.7	E

### Segment 4: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.962	4708	6750	0.70	54.6	28.5	D

### Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.67	0.962	0.980	4904	196	6750	2000	0.73	0.10	50.0	50.1	32.7	26.6	C

### Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.87	0.962	0.980	6333	1481	9000	4000	0.70	0.37	51.0	50.5	31.0	22.8	C

### Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	6332	9000	0.70	54.8	28.8	D

### Facility Time Period Results

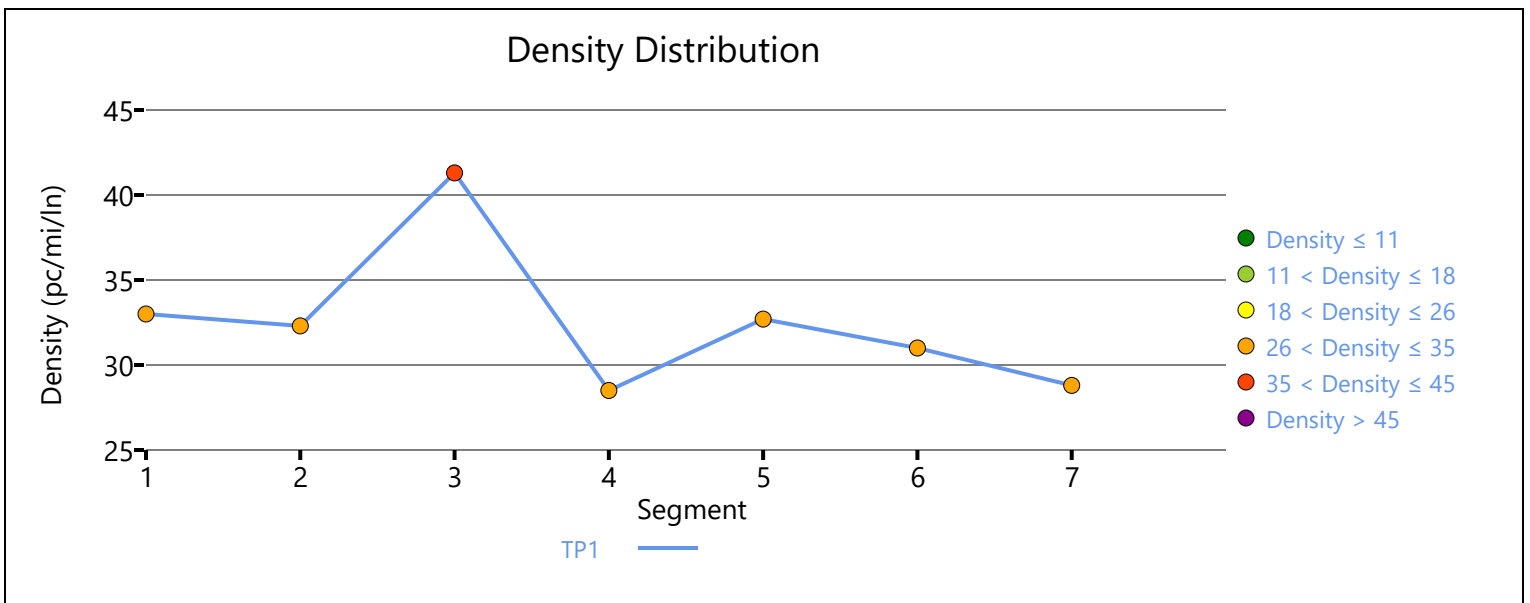
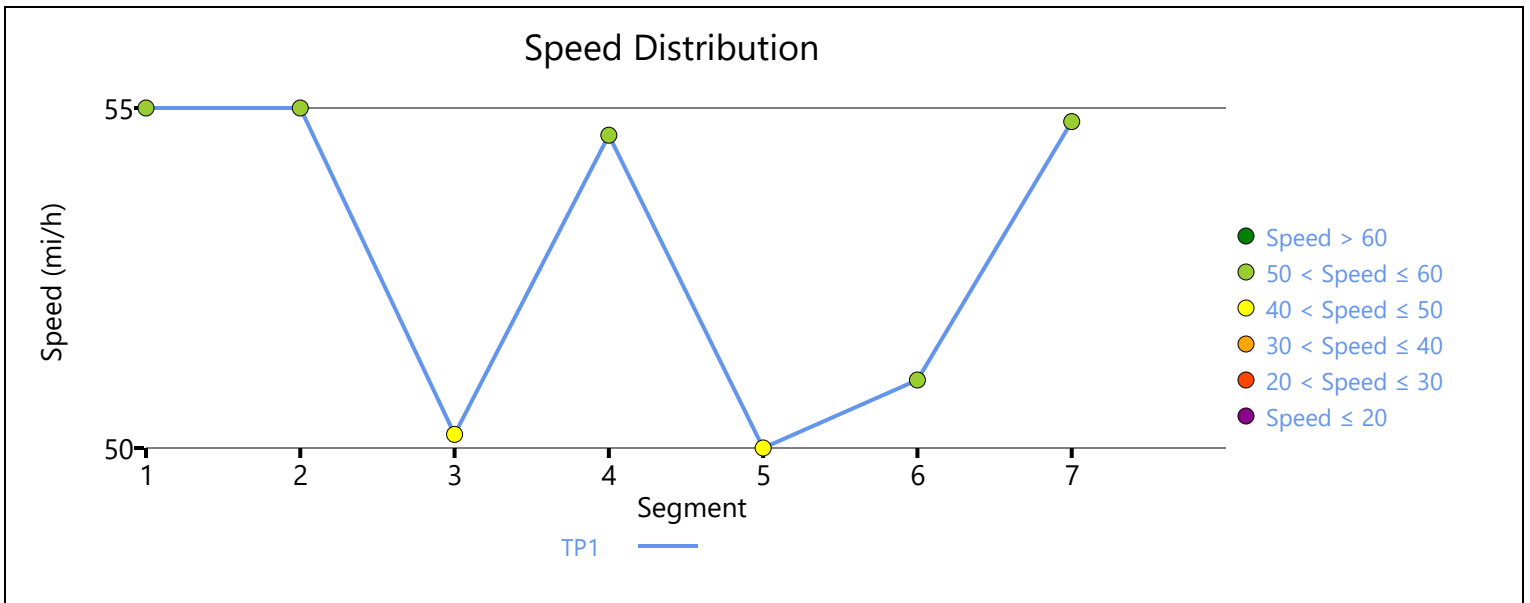
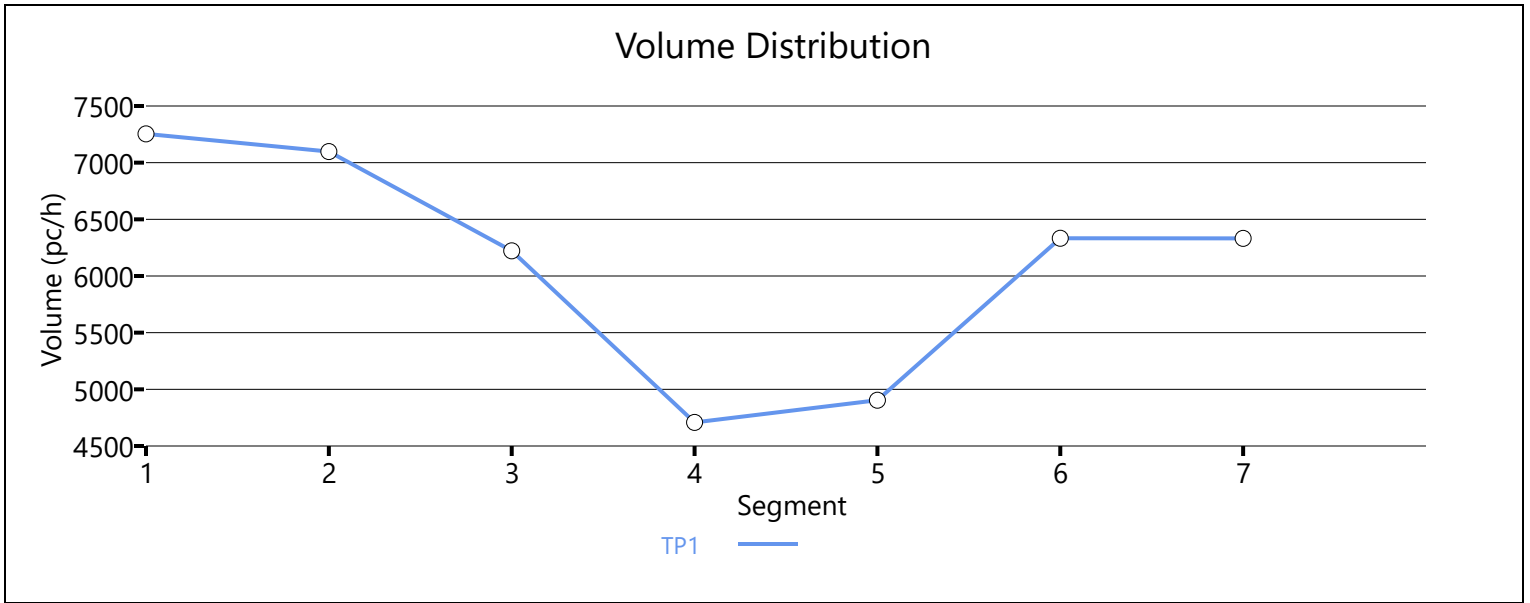
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.4	31.5	30.3	1.90	D

### Facility Overall Results

Space Mean Speed, mi/h	53.4	Density, veh/mi/ln	30.3
Average Travel Time, min	1.90	Density, pc/mi/ln	31.5

### Messages

### Comments



# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/11/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	Albany	Time Period Analyzed	Build AM Peak Hour
Project Description	DASNY	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.73		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 EB	906	4
2	Diverge	Basic	I-90 EB Exit 3 off ramp to Campus Outer Rd.	971	4
3	Diverge	Diverge	I-90 EB Exit 4 off ramp to NY 85 SB.	1152	3
4	Basic	Basic	I-90 EB	1808	3
5	Merge	Merge	I-90 EB on ramp from Campus Outer Rd.	715	3
6	Merge	Merge	I-90 EB on ramp from NY 85 SB.	1096	4
7	Basic	Basic	I-90 EB	2500	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.962	7539	9000	0.84	54.8	34.4	D

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.91	0.962	1.000	7377	995	9000	2000	0.82	0.50	55.0	55.0	33.5	33.5	D

### Segment 3: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.93	0.962	0.980	6366	1627	6750	2000	0.94	0.81	50.0	47.5	42.4	37.5	E

### Segment 4: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.962	4708	6750	0.70	54.5	28.5	D

### Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.67	0.962	0.980	4904	196	6750	2000	0.73	0.10	50.0	50.1	32.7	26.6	C

### Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.87	0.962	0.980	6333	1481	9000	4000	0.70	0.37	51.0	50.5	31.0	22.8	C

### Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	6332	9000	0.70	54.8	28.8	D

### Facility Time Period Results

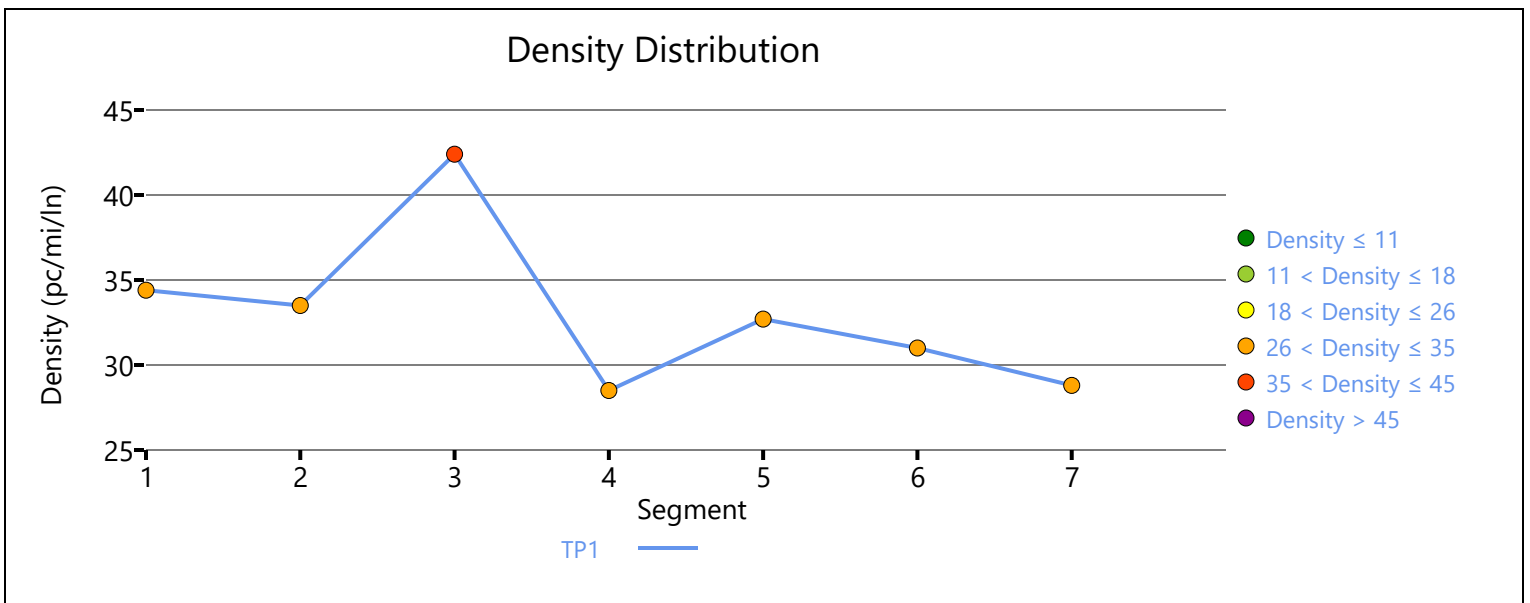
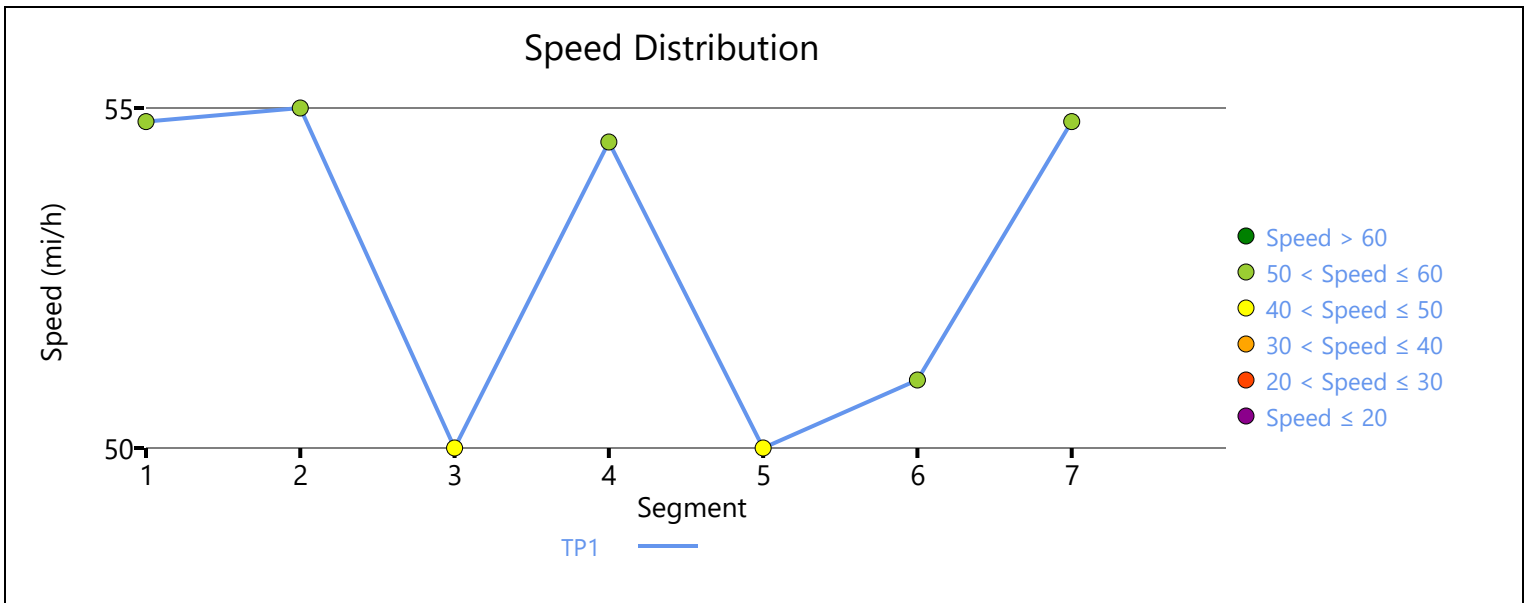
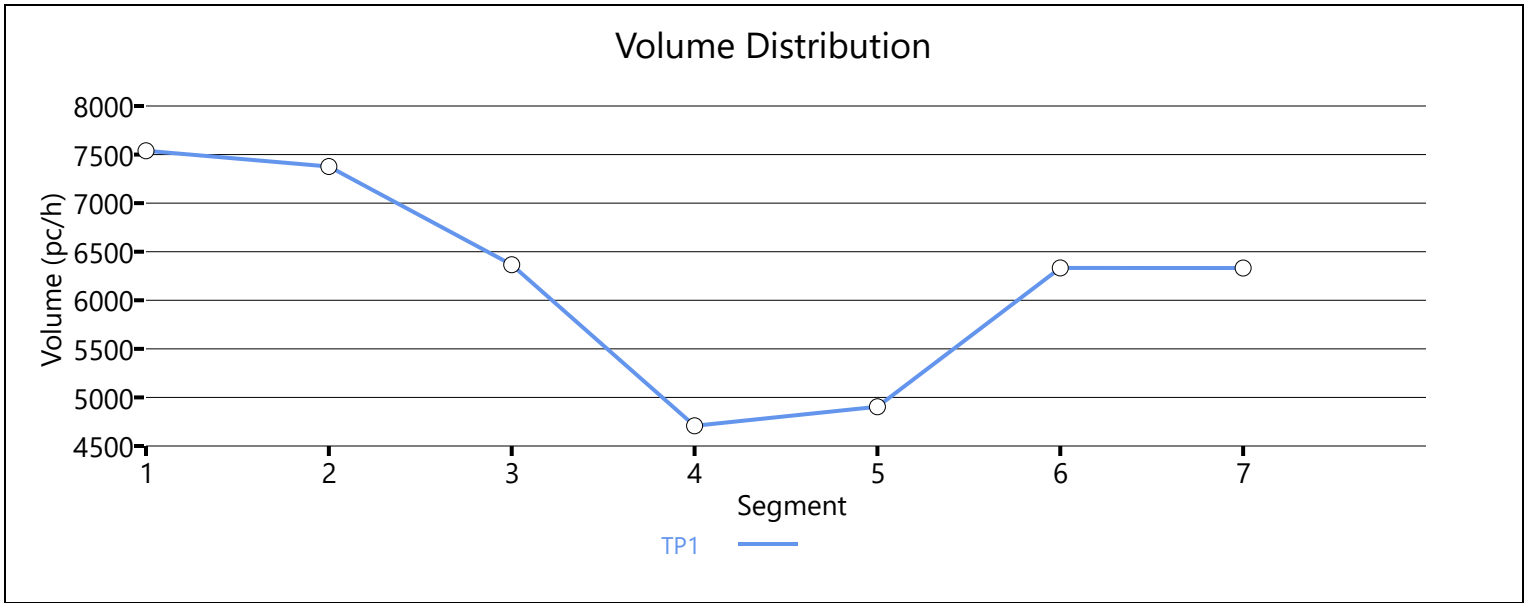
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.3	31.9	30.7	2.00	D

### Facility Overall Results

Space Mean Speed, mi/h	53.3	Density, veh/mi/ln	30.7
Average Travel Time, min	2.00	Density, pc/mi/ln	31.9

### Messages

### Comments



# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/11/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	Albany	Time Period Analyzed	Existing PM Peak Hour
Project Description	DASNY	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.73		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 EB	906	4
2	Diverge	Basic	I-90 EB Exit 3 off ramp to Campus Outer Rd.	971	4
3	Diverge	Diverge	I-90 EB Exit 4 off ramp to NY 85 SB.	1152	3
4	Basic	Basic	I-90 EB	1808	3
5	Merge	Merge	I-90 EB on ramp from Campus Outer Rd.	715	3
6	Merge	Merge	I-90 EB on ramp from NY 85 SB.	1096	4
7	Basic	Basic	I-90 EB	2500	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.971	4604	9000	0.51	55.0	20.9	C

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.971	1.000	4604	98	9000	2000	0.51	0.05	55.0	55.0	20.9	20.9	C

### Segment 3: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.94	0.971	0.990	4456	1093	6750	2000	0.66	0.55	51.0	48.2	29.1	28.8	D

### Segment 4: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.971	3389	6750	0.50	54.6	20.5	C



### Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.72	0.971	0.990	3879	526	6750	2000	0.57	0.26	51.0	50.5	25.4	22.9	C

### Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.80	0.971	0.980	5186	1426	9000	4000	0.58	0.36	51.8	51.1	25.0	19.0	B

### Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.96	0.971	4920	9000	0.55	54.8	22.4	C

### Facility Time Period Results

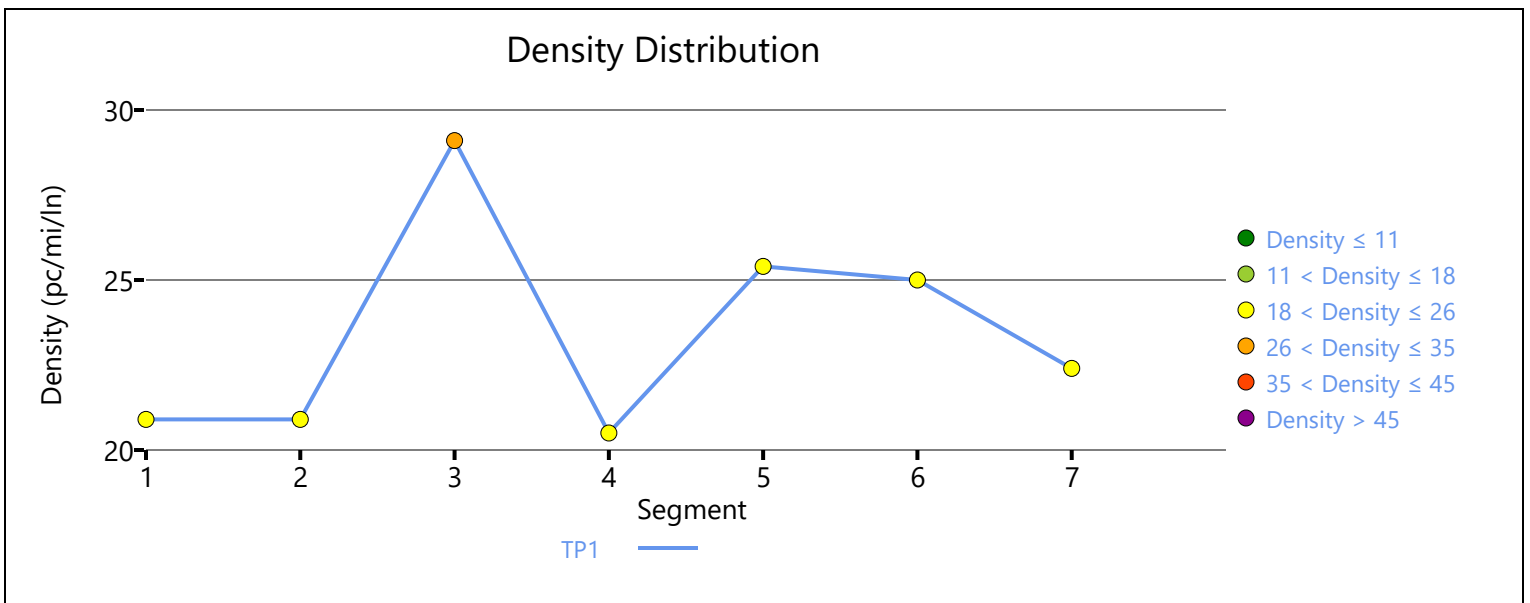
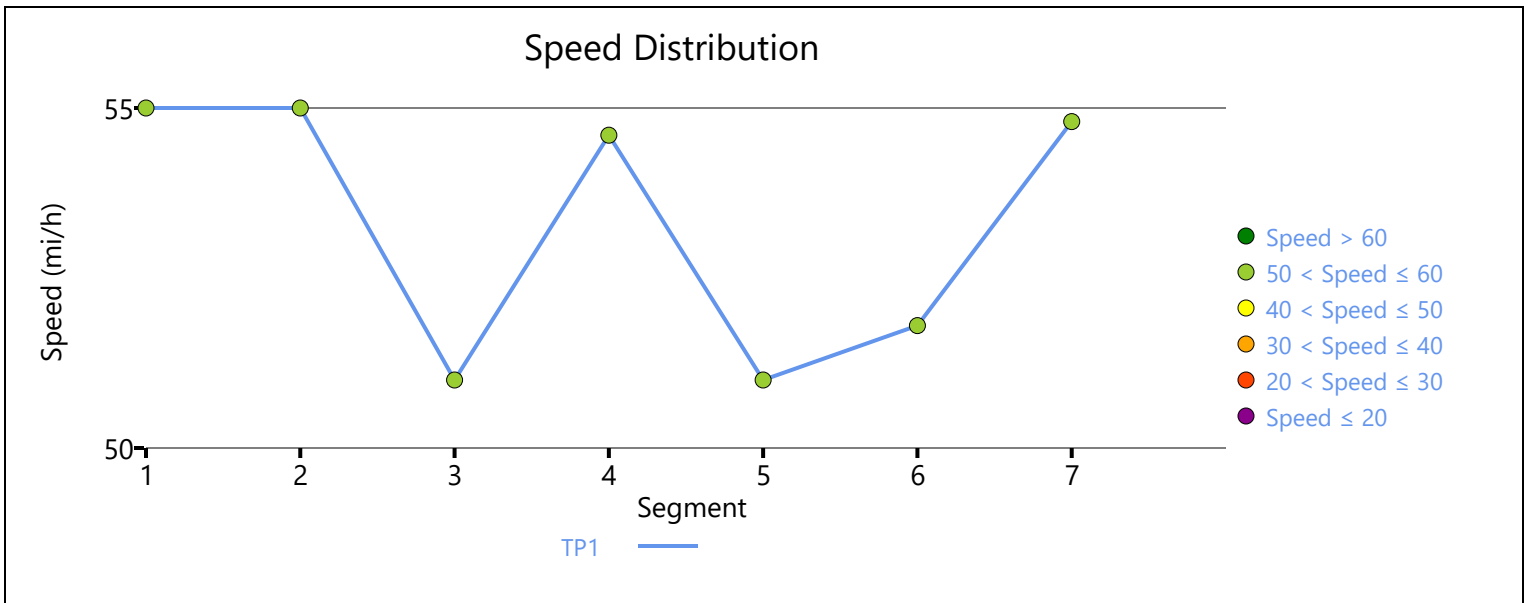
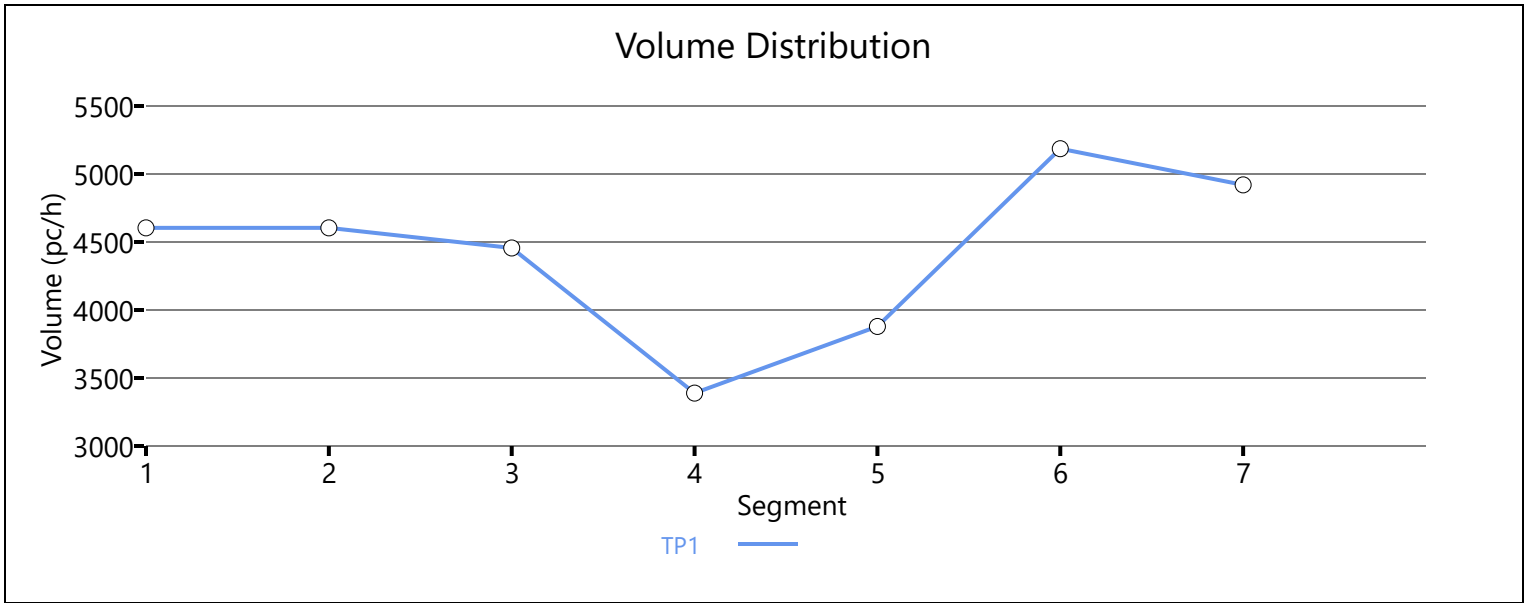
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.6	23.0	22.4	1.90	C

### Facility Overall Results

Space Mean Speed, mi/h	53.6	Density, veh/mi/ln	22.4
Average Travel Time, min	1.90	Density, pc/mi/ln	23.0

### Messages

### Comments



# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/11/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	Albany	Time Period Analyzed	No Build PM Peak Hour
Project Description	DASNY	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.73		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 EB	906	4
2	Diverge	Basic	I-90 EB Exit 3 off ramp to Campus Outer Rd.	971	4
3	Diverge	Diverge	I-90 EB Exit 4 off ramp to NY 85 SB.	1152	3
4	Basic	Basic	I-90 EB	1808	3
5	Merge	Merge	I-90 EB on ramp from Campus Outer Rd.	715	3
6	Merge	Merge	I-90 EB on ramp from NY 85 SB.	1096	4
7	Basic	Basic	I-90 EB	2500	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.971	4742	9000	0.53	55.0	21.6	C

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.971	1.000	4742	101	9000	2000	0.53	0.05	55.0	55.0	21.6	21.6	C

### Segment 3: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.94	0.971	0.990	4589	1126	6750	2000	0.68	0.56	50.9	48.1	30.1	29.4	D

### Segment 4: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.971	3489	6750	0.52	54.6	21.1	C

### Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.72	0.971	0.990	3995	542	6750	2000	0.59	0.27	50.9	50.4	26.2	23.4	C

### Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.80	0.971	0.980	5340	1469	9000	4000	0.59	0.37	51.7	51.1	25.8	19.7	B

### Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.96	0.971	5067	9000	0.56	54.8	23.0	C

### Facility Time Period Results

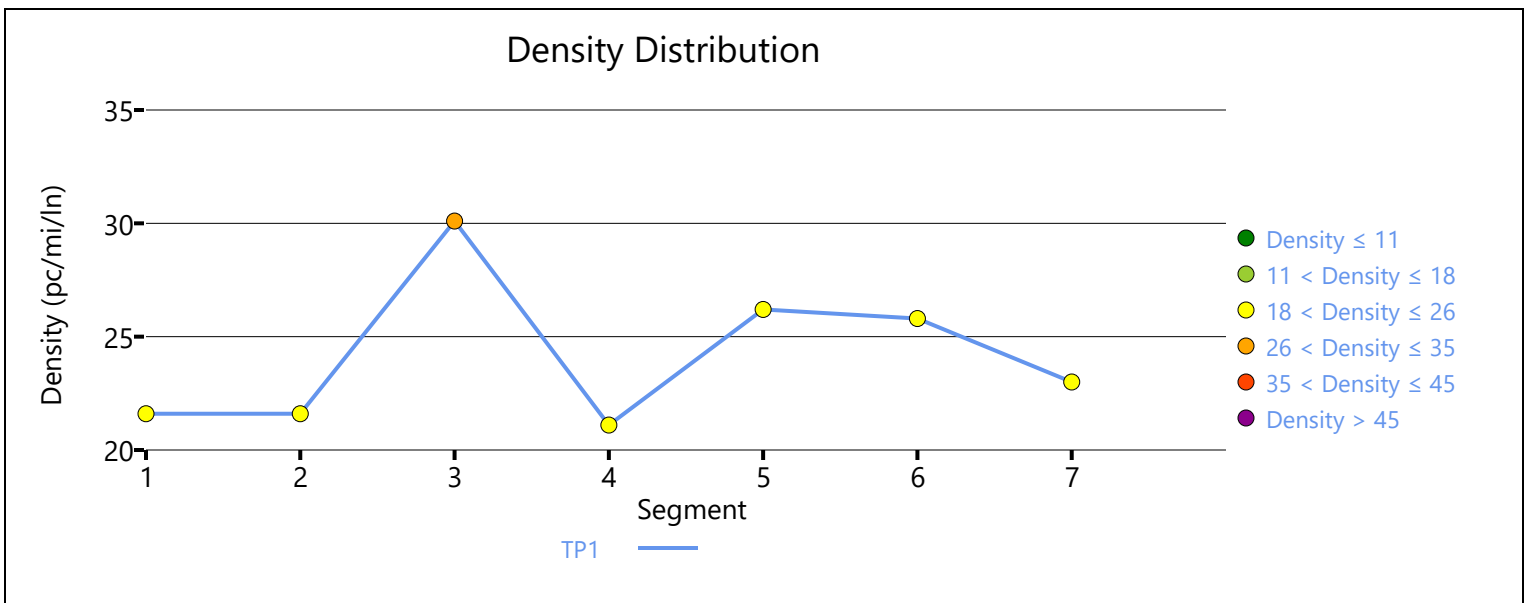
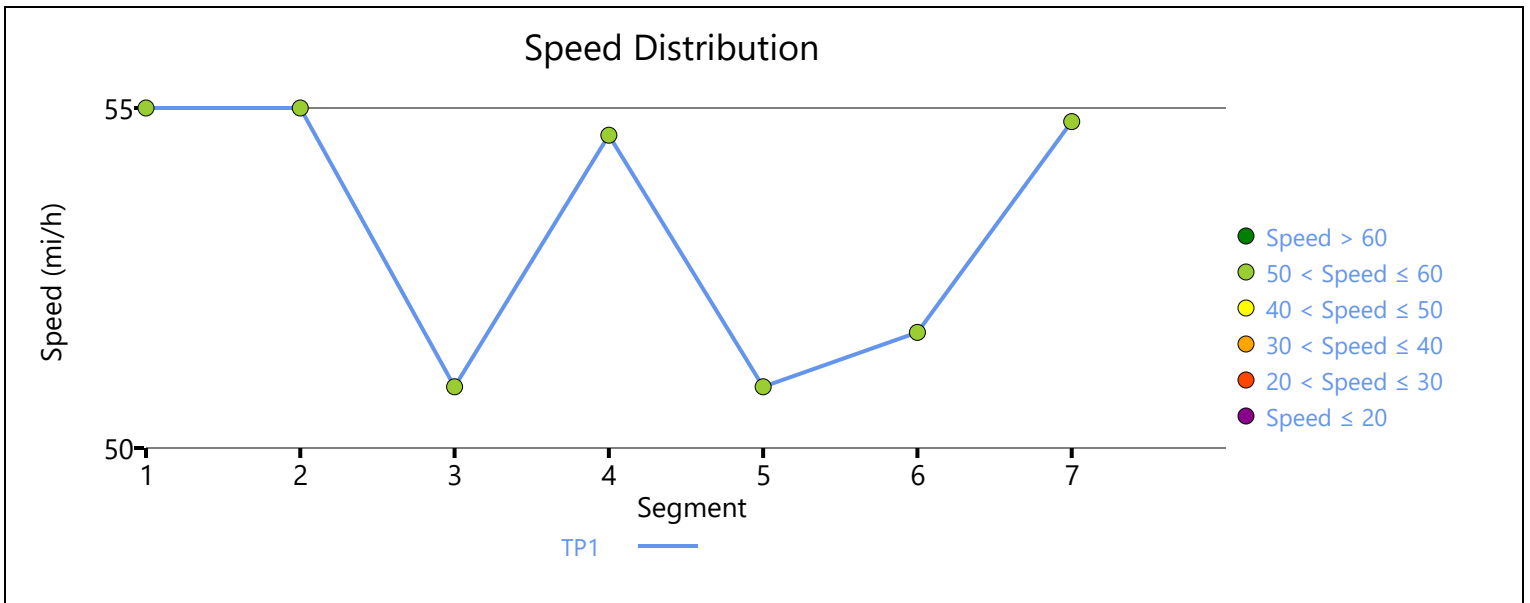
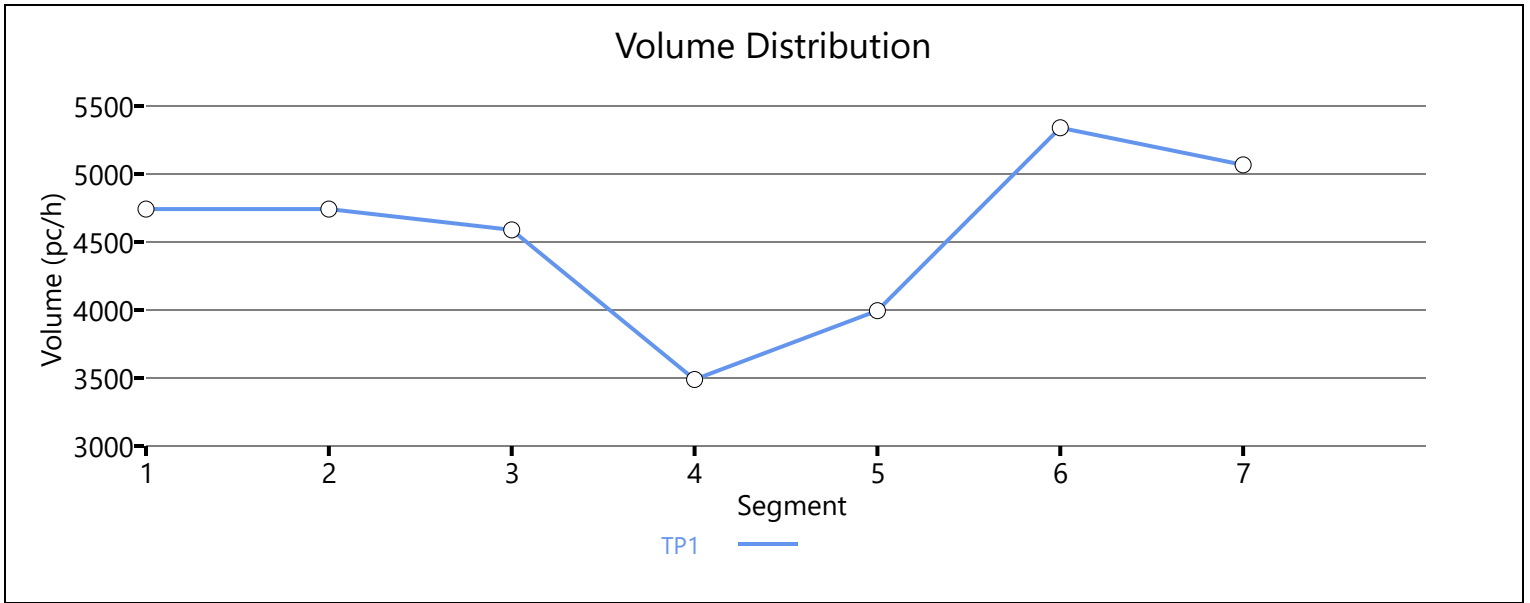
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.6	23.7	23.0	1.90	C

### Facility Overall Results

Space Mean Speed, mi/h	53.6	Density, veh/mi/ln	23.0
Average Travel Time, min	1.90	Density, pc/mi/ln	23.7

### Messages

### Comments



# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/11/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	Albany	Time Period Analyzed	Build PM Peak Hour
Project Description	DASNY	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.73		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 EB	906	4
2	Diverge	Basic	I-90 EB Exit 3 off ramp to Campus Outer Rd.	971	4
3	Diverge	Diverge	I-90 EB Exit 4 off ramp to NY 85 SB.	1152	3
4	Basic	Basic	I-90 EB	1808	3
5	Merge	Merge	I-90 EB on ramp from Campus Outer Rd.	715	3
6	Merge	Merge	I-90 EB on ramp from NY 85 SB.	1096	4
7	Basic	Basic	I-90 EB	2500	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.971	4742	9000	0.53	55.0	21.6	C

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.971	1.000	4742	101	9000	2000	0.53	0.05	55.0	55.0	21.6	21.6	C

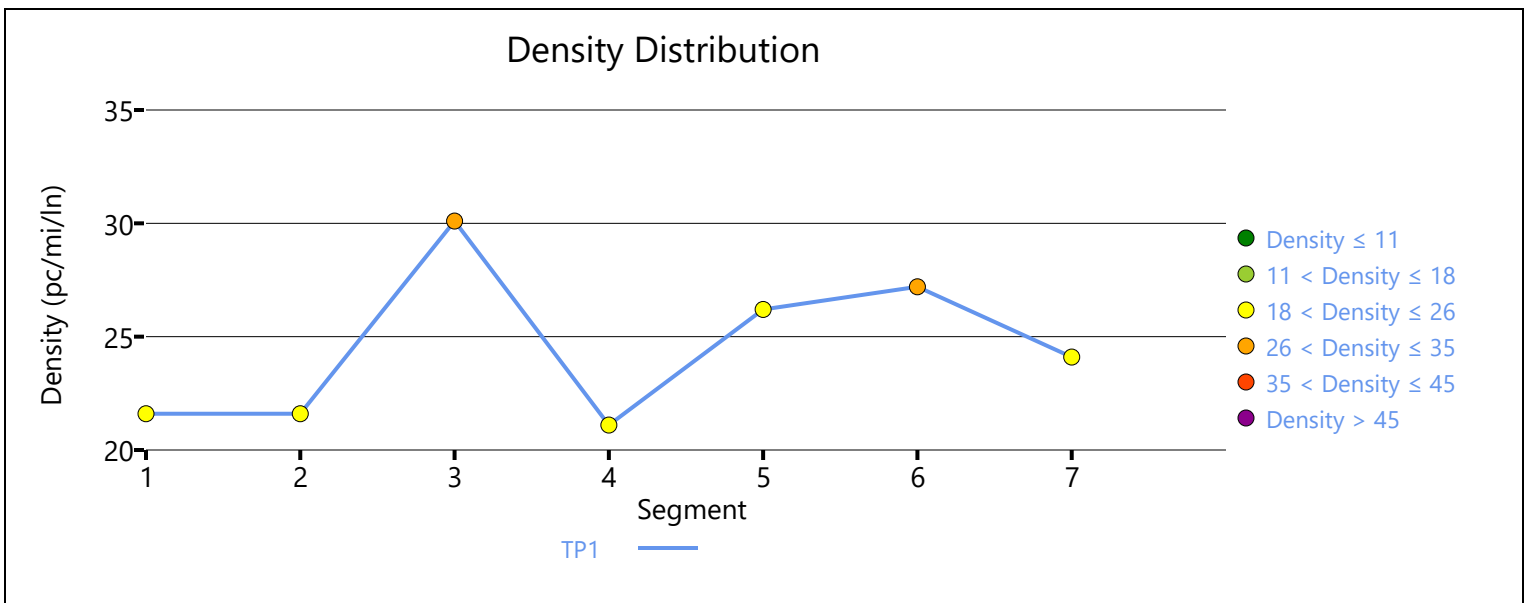
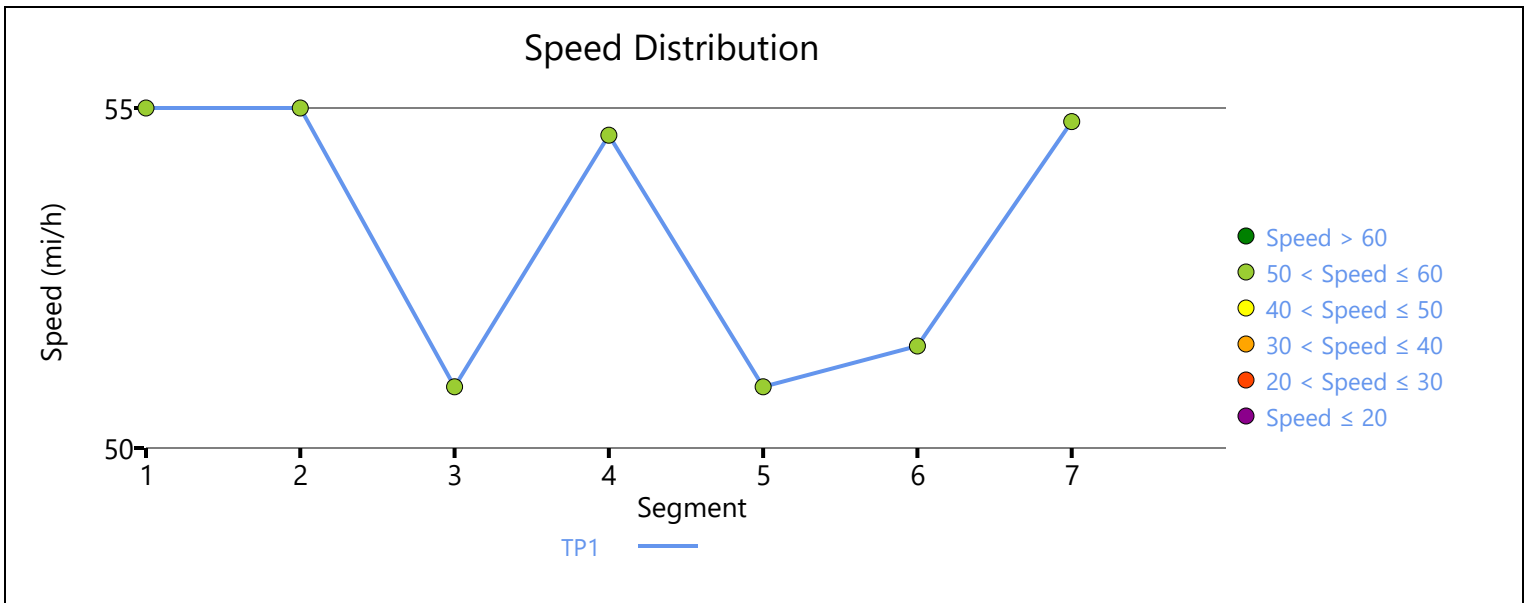
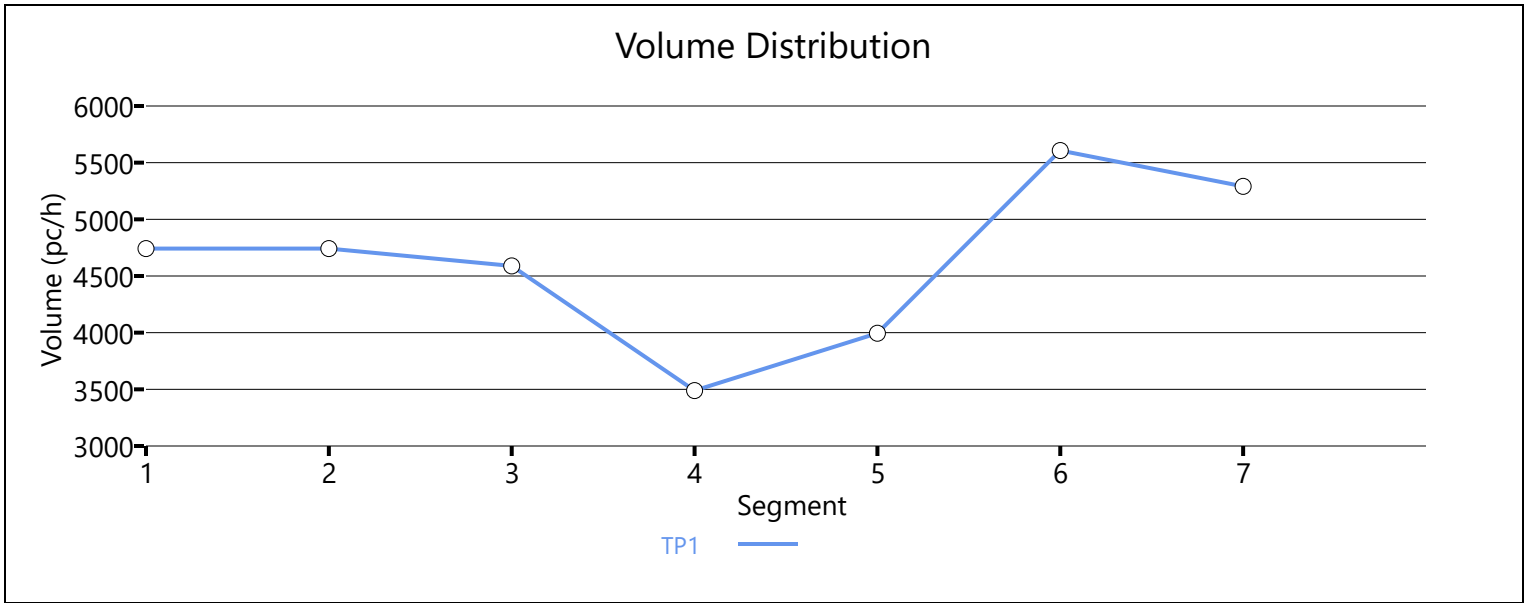
### Segment 3: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.94	0.971	0.990	4589	1126	6750	2000	0.68	0.56	50.9	48.1	30.1	29.4	D

### Segment 4: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.971	3489	6750	0.52	54.6	21.1	C

Segment 5: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.72	0.971	0.990	3995	542	6750	2000	0.59	0.27	50.9	50.4	26.2	23.4	C
Segment 6: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.80	0.971	0.980	5607	1736	9000	4000	0.62	0.43	51.5	50.7	27.2	21.6	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.96		0.971		5291		9000		0.59		54.8		24.1		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	53.5		24.2		23.5		1.90		C						
Facility Overall Results															
Space Mean Speed, mi/h					53.5			Density, veh/mi/ln			23.5				
Average Travel Time, min					1.90			Density, pc/mi/ln			24.2				
Messages															
Comments															





# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/11/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	NYS DOT	Time Period Analyzed	Existing AM Peak Hour
Project Description	DASNY Wadsworth Consolidated Labs EIS	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.15		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 WB	541	3
2	Diverge	Diverge	I-90 WB Exist 4 off ramp to NY 85 SB	1007	3
3	Basic	Basic	I-90 WB	140	3
4	Weaving	Weaving	I-90 WB from NY 85 NB and Exist 3 to Campus Access Rd	2060	4
5	Basic	Basic	I-90 WB	35	3
6	Merge	Basic	I-90 WB from Campus Access Rd	1283	4
7	Basic	Basic	I-90 WB	1000	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.943	4913	6750	0.73	55.0	29.8	D

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.93	0.943	0.980	4913	1286	6750	1900	0.73	0.68	50.1	47.1	32.7	29.6	D

### Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.943	3577	6750	0.53	53.1	21.7	C

### Segment 4: Weaving

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	4924	6937	0.71	38.7	31.8	D

### Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	4582	6750	0.68	52.0	27.8	D

### Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.91	0.943	0.990	4958	376	9000	2000	0.55	0.19	54.0	55.0	22.5	22.5	C

### Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	4973	9000	0.55	54.8	22.6	C

### Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	47.1	27.8	25.4	1.50	D

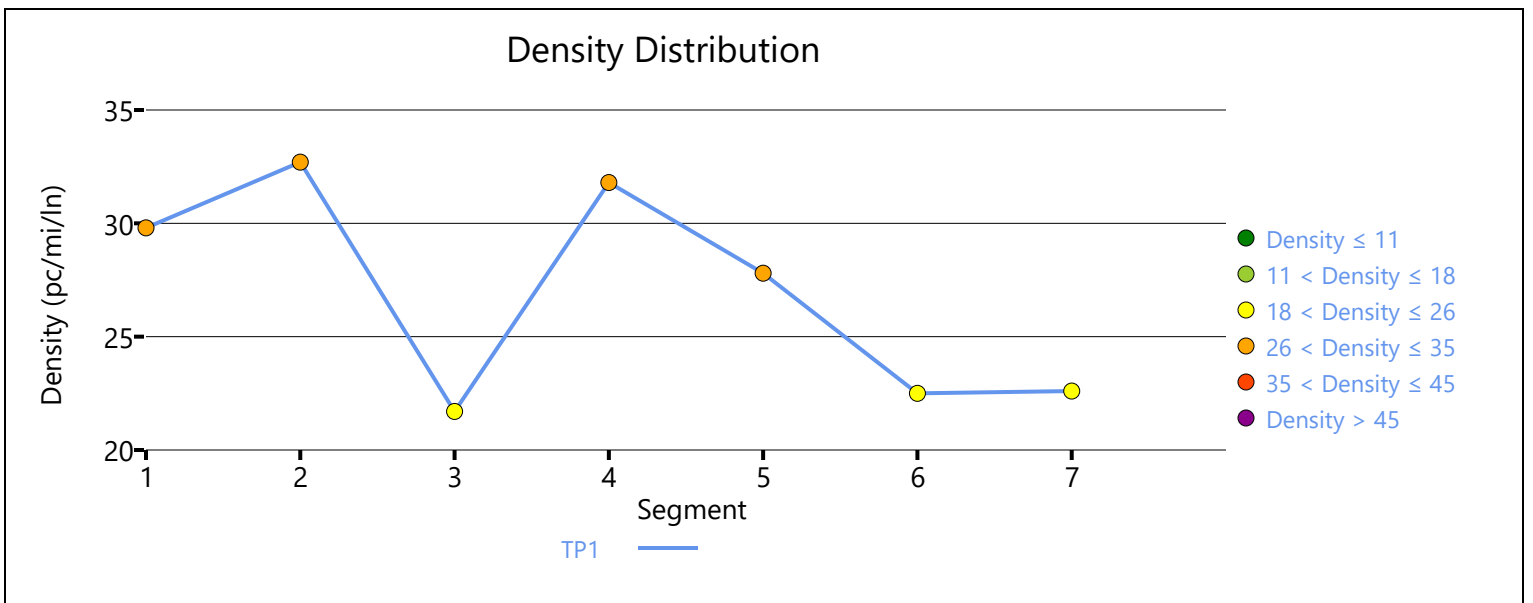
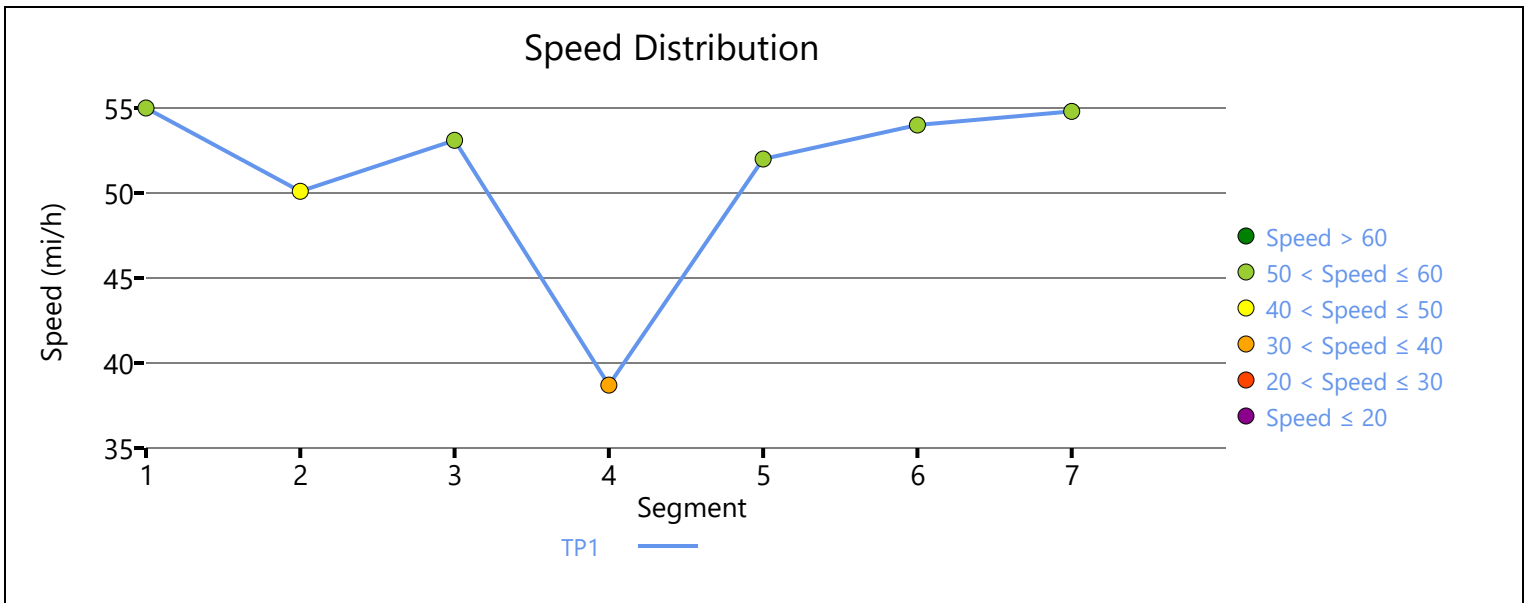
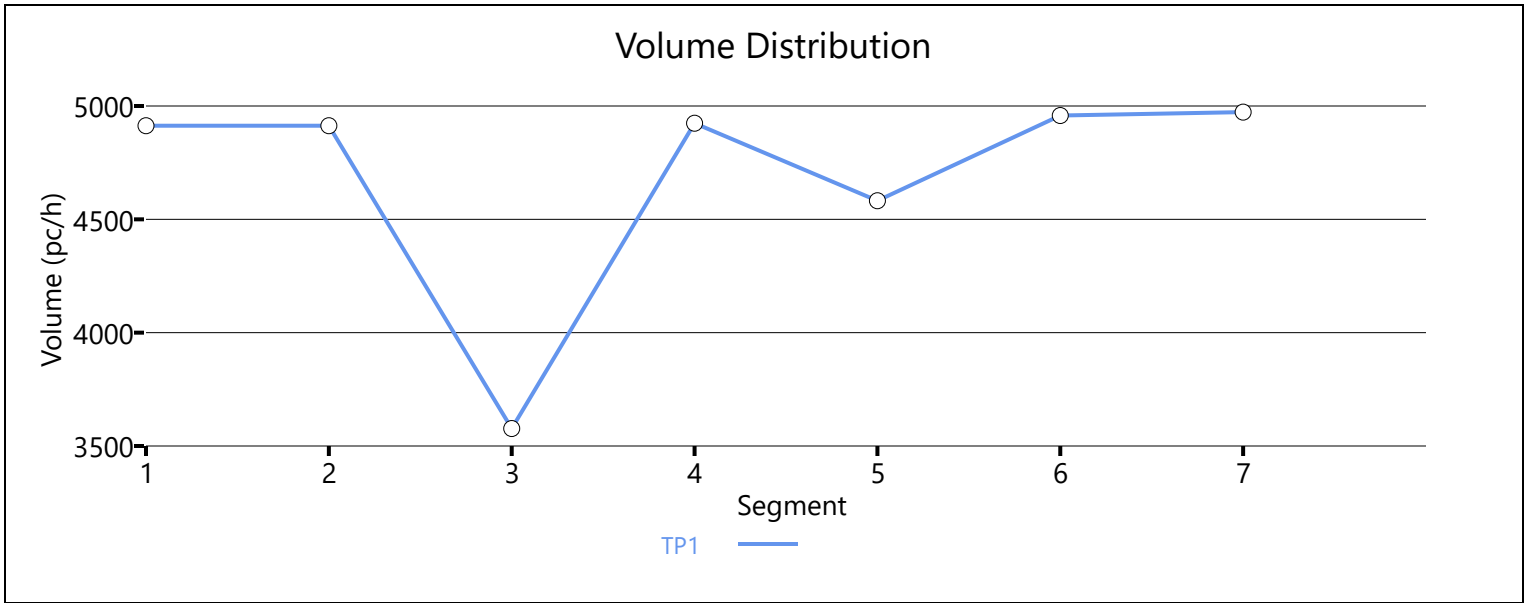
### Facility Overall Results

Space Mean Speed, mi/h	47.1	Density, veh/mi/ln	25.4
Average Travel Time, min	1.50	Density, pc/mi/ln	27.8

### Messages

### Comments

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# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/17/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	I-90 WB	Time Period Analyzed	No Build AM Peak Hour
Project Description	DASNY Wadsworth Consolidated Labs EIS	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.15		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 WB	541	3
2	Diverge	Diverge	I-90 WB Exist 4 off ramp to NY 85 SB	1007	3
3	Basic	Basic	I-90 WB	140	3
4	Weaving	Weaving	I-90 WB from NY 85 NB and Exist 3 to Campus Access Rd	2060	4
5	Basic	Basic	I-90 WB	35	3
6	Merge	Basic	I-90 WB from Campus Access Rd	1283	4
7	Basic	Basic	I-90 WB	1000	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.943	5060	6750	0.75	55.0	30.7	D

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.93	0.943	0.980	5060	1324	6750	1900	0.75	0.70	50.0	47.0	33.7	30.3	D

### Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.943	3684	6750	0.55	53.0	22.3	C

### Segment 4: Weaving

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.943	5035	6877	0.73	38.3	32.9	D

### Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	4719	6750	0.70	51.9	28.6	D

### Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.91	0.943	0.990	5106	387	9000	2000	0.57	0.19	53.9	55.0	23.2	23.2	C

### Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	5121	9000	0.57	54.8	23.3	C

### Facility Time Period Results

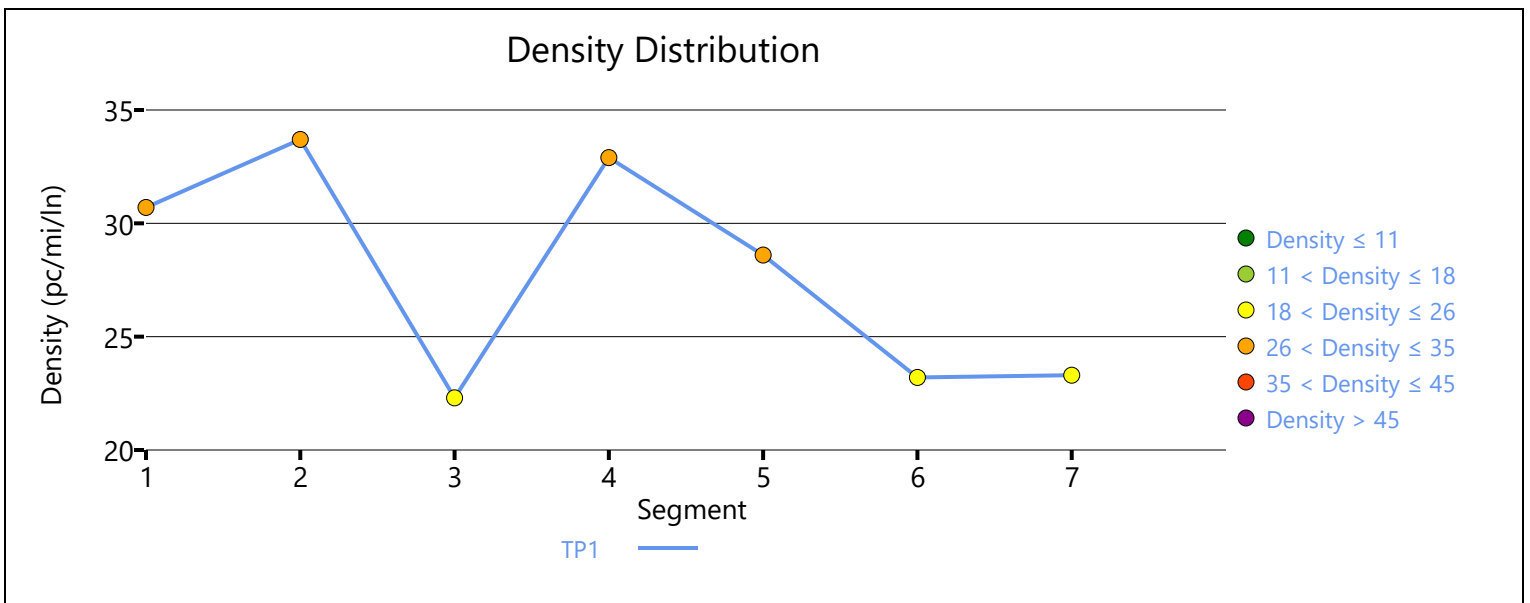
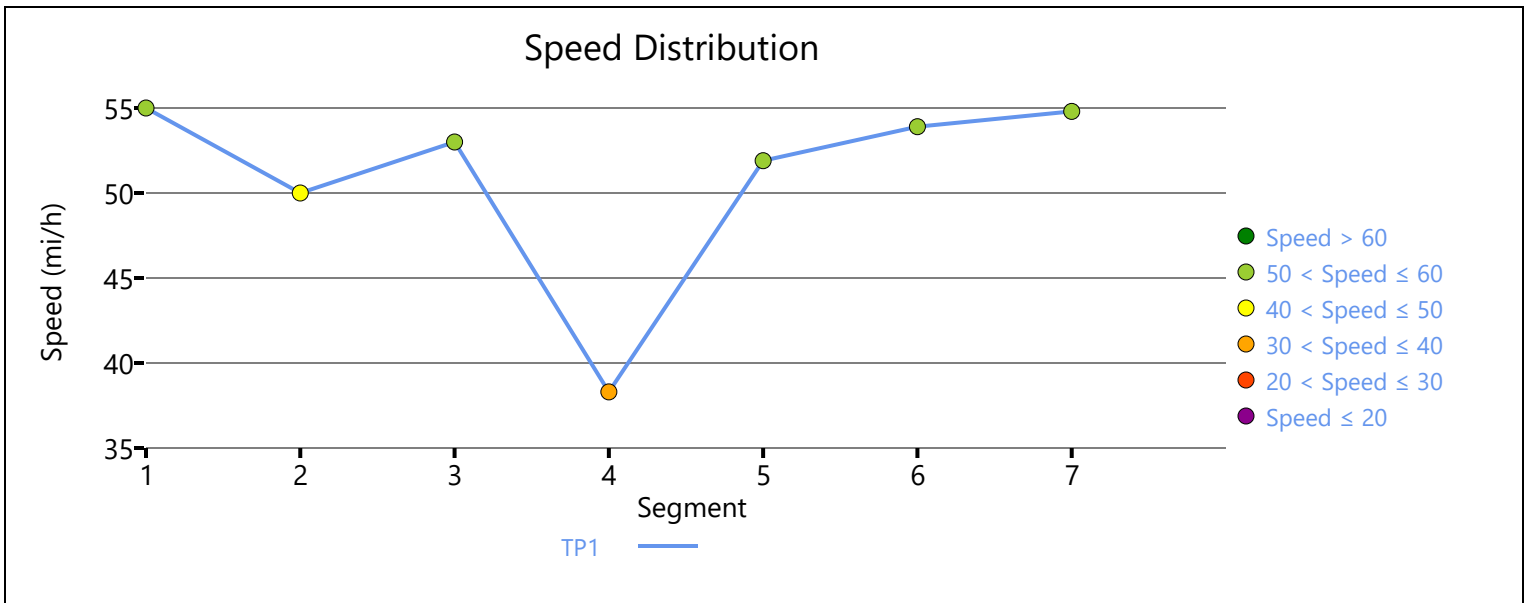
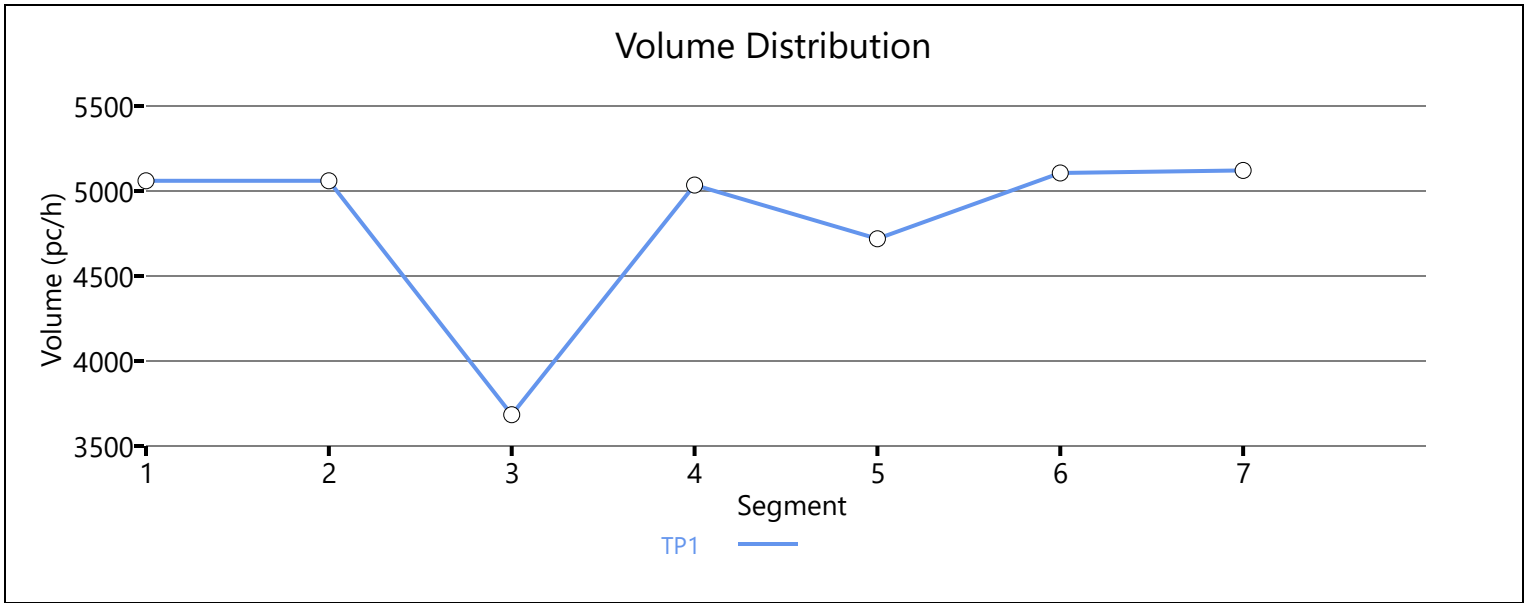
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	46.9	28.7	26.3	1.50	D

### Facility Overall Results

Space Mean Speed, mi/h	46.9	Density, veh/mi/ln	26.3
Average Travel Time, min	1.50	Density, pc/mi/ln	28.7

### Messages

### Comments



# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/17/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	I-90 WB	Time Period Analyzed	Build AM Peak Hour
Project Description	DASNY Wadsworth Consolidated Labs EIS	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.15		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 WB	541	3
2	Diverge	Diverge	I-90 WB Exist 4 off ramp to NY 85 SB	1007	3
3	Basic	Basic	I-90 WB	140	3
4	Weaving	Weaving	I-90 WB from NY 85 NB and Exist 3 to Campus Access Rd	2060	4
5	Basic	Basic	I-90 WB	35	3
6	Merge	Basic	I-90 WB from Campus Access Rd	1283	4
7	Basic	Basic	I-90 WB	1000	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.943	5299	6750	0.79	55.0	32.1	D

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.93	0.93	0.943	0.980	5299	1554	6750	1900	0.79	0.82	49.7	46.8	35.5	31.8	D

### Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.943	3684	6750	0.55	52.9	22.3	C

### Segment 4: Weaving

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.943	5035	6877	0.73	38.3	32.9	D

### Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	4719	6750	0.70	51.9	28.6	D

### Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.91	0.943	0.990	5106	387	9000	2000	0.57	0.19	53.9	55.0	23.2	23.2	C

### Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	5121	9000	0.57	54.8	23.3	C

### Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	47.0	29.1	26.6	1.50	D

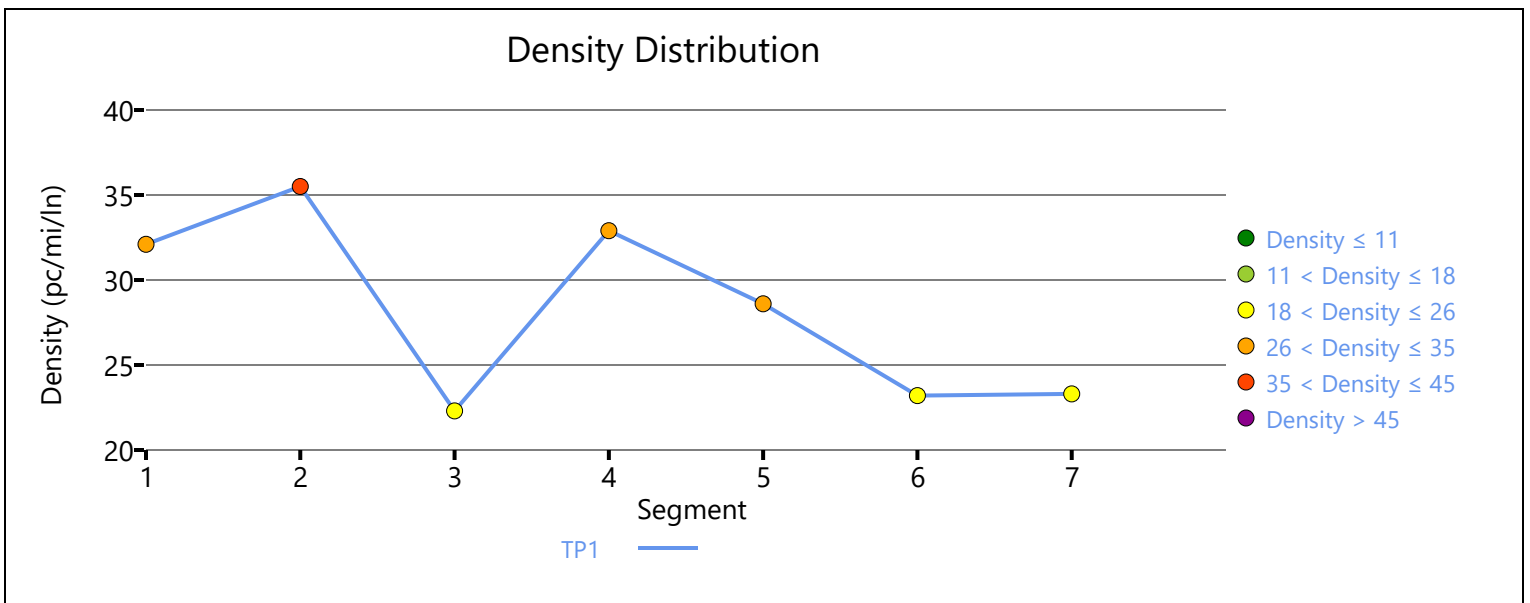
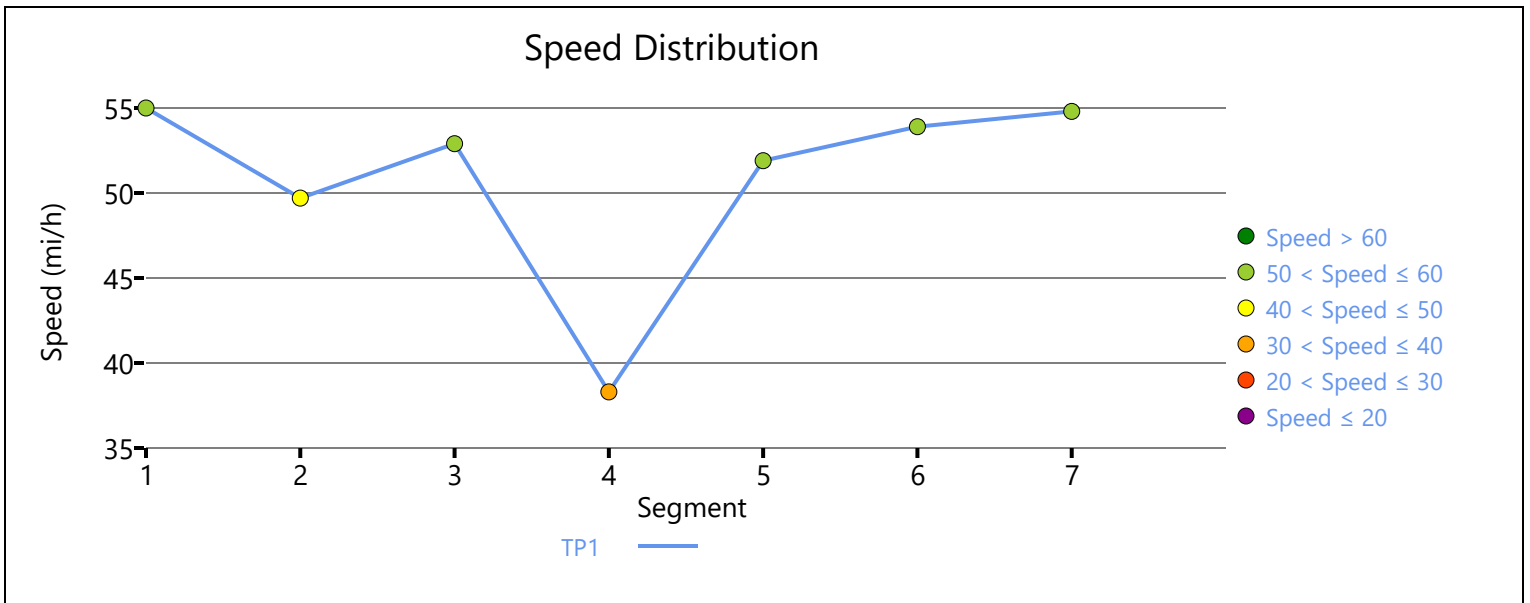
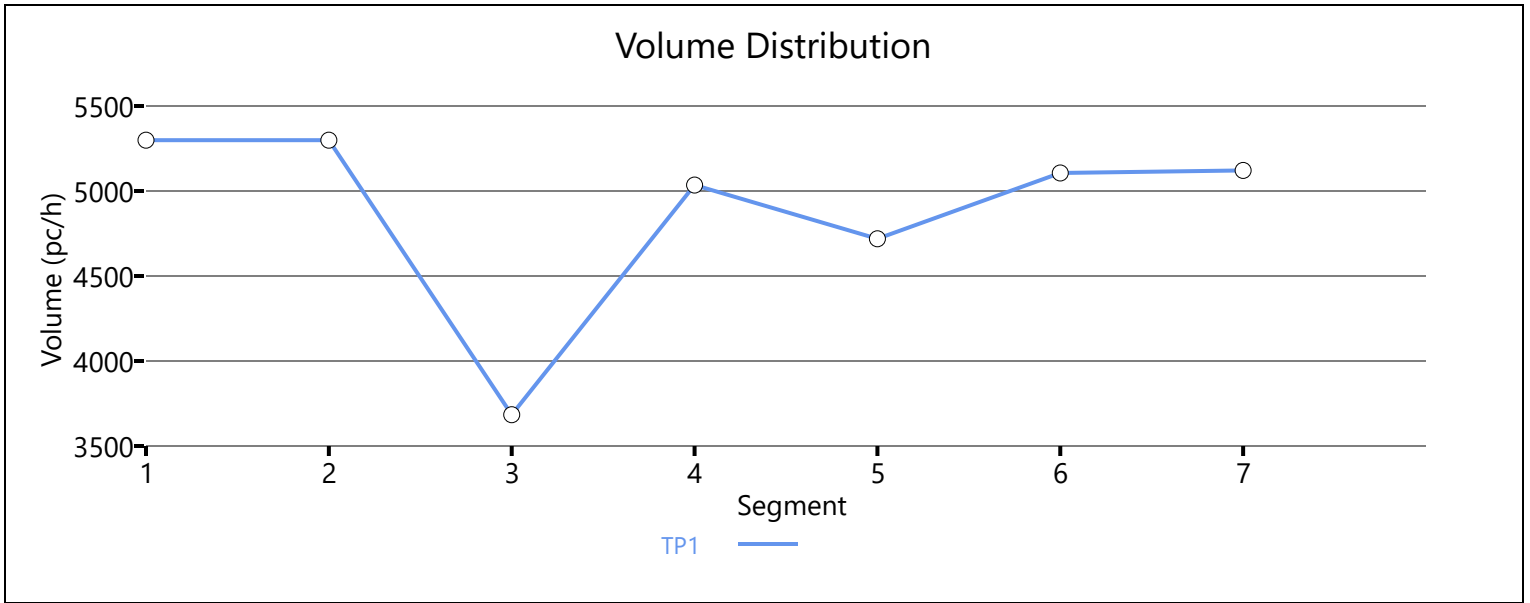
### Facility Overall Results

Space Mean Speed, mi/h	47.0	Density, veh/mi/ln	26.6
Average Travel Time, min	1.50	Density, pc/mi/ln	29.1

### Messages

### Comments





# HCS7 Freeway Facilities Report

## Project Information

Analyst	UP	Date	7/11/2024
Agency	Simco	Analysis Year	2024
Jurisdiction	NYS DOT	Time Period Analyzed	Existing PM Peak Hour
Project Description	DASNY Wadsworth Consolidated Labs EIS	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.15		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-90 WB	541	3
2	Diverge	Diverge	I-90 WB Exist 4 off ramp to NY 85 SB	1007	3
3	Basic	Basic	I-90 WB	140	3
4	Weaving	Weaving	I-90 WB from NY 85 NB and Exist 3 to Campus Access Rd	2060	4
5	Basic	Basic	I-90 WB	35	3
6	Merge	Basic	I-90 WB from Campus Access Rd	1283	4
7	Basic	Basic	I-90 WB	1000	4

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.96	0.971	5297	6750	0.78	55.0	32.1	D

### Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.96	0.96	0.971	0.990	5297	1077	6750	1900	0.78	0.57	50.2	47.3	35.2	30.8	D

### Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.96	0.971	4199	6750	0.62	53.1	25.5	C

### Segment 4: Weaving

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.96	0.971	5493	7744	0.71	39.3	34.9	D

### Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.971	5469	6750	0.81	52.1	33.1	D

### Segment 6: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.81	0.971	1.000	7060	1591	9000	2000	0.78	0.80	54.0	55.0	32.1	32.1	D

### Segment 7: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.971	6912	9000	0.77	54.8	31.4	D

### Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	48.0	33.3	31.8	1.40	D

### Facility Overall Results

Space Mean Speed, mi/h	48.0	Density, veh/mi/ln	31.8
Average Travel Time, min	1.40	Density, pc/mi/ln	33.3

### Messages

### Comments

