



Transportation Systems Management and Operations Study



OCTOBER 2019

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



in cooperation with



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1 INTRODUCTION

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

Savannah is located in south-western Tennessee south of Jackson, TN. The impetus for the grant was that the city requested a needs assessment of the city’s signalized intersections, optimizing traffic signal timings and operations, determining viability of signal coordination and establishing a recommendation plan that would lead to implementation of recommendations as part of future procurement phases.

1.1 PROJECT STUDY AREA

The project study area is an approximately 1.5 mile section of Wayne Road, 0.5 mile portion of Main Street, 0.5 mile portion of Water Street, and the intersection of Florence Road and Higgins Drive within Savannah, Hardin County. The study area is show in **Figure 1.1**.

Wayne Road serves as the primary east-west route throughout the city, which feeds into the downtown district. The main routes within the downtown district are Main Street and Water Street. Wayne Road serves as the main corridor along commercial development.

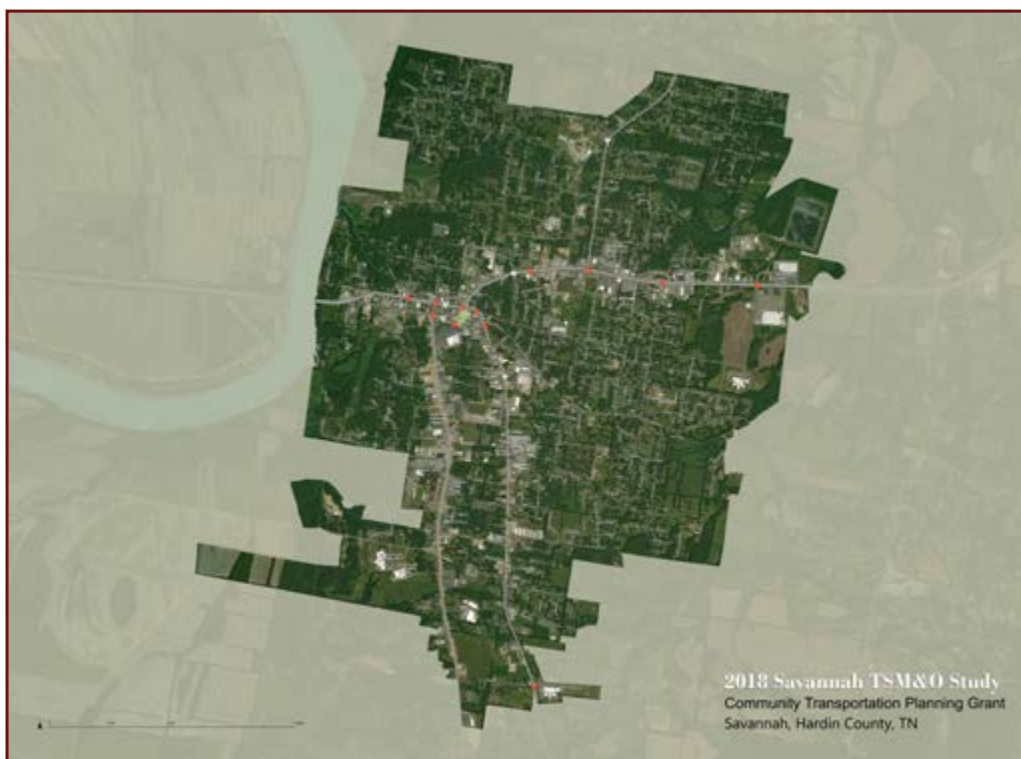


Figure 1.1 Savannah TSM&O Study Area

1.2 GRANT APPLICATION BACKGROUND

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

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

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

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

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

1.3 VISION

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

1.4 STUDY TEAM

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

Tom Smith, *City Manager, City of Savannah*

Stephen Hudson, *Acting Fire Chief, City of Savannah*

Roger Franks, *Community Development Director, City of Savannah*

Shelton Merrell, *Southwest RPO*

Jennifer Marshall, *TDOT*

Antoine Hawkins, *TDOT*

Greg Judy, *Neel-Schaffer, Inc*

Trey Todd, *Neel-Schaffer, Inc*

2 DATA COLLECTION AND INVENTORY

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

2.1 TRAFFIC COUNTS

Traffic counts were conducted on January 10, 2019 at the locations shown in **Figure 2.1** and listed below.

Peak Hour Turning Movement Count Locations:

- | | |
|---|---|
| 1. Water Street @ US-64/SR-15 (Main Street) | 7. SR-69 (Florence Road) @ Water Street |
| 2. Guinn Street @ US-64/SR-15 (Main Street) | 8. King Street @ Wayne Road |
| 3. SR-128 (Pickwick Street) @ US-64/SR-15 (Main Street) | 9. Patterson Road @ Wayne Road |
| 4. Hanna Blvd/Wayne Road @ US-64/SR-15 (Main Street) | 10. Herbert Drive @ Wayne Road |
| 5. Pickwick Street @ Water Street | 11. Bell Lane @ Wayne Road |
| 6. Hanna Blvd @ Water Street | 12. SR-69 (Florence Road) @ Wayne Road |



Figure 2.1 Savannah TSM&O Study Count Locations

The count data was collected using video cameras on site and processed manually in the office. Counts were conducted between the hours of 7:30-9:30 AM, 11 AM-1 PM, and 3-5 PM for all intersections except Florence Road at Higgins Drive. Florence Road at Higgins Drive counts were conducted from 7-9 AM, 11 AM-1 PM, and 2-4 PM. These counts made it possible to conduct the capacity analysis on both an intersection and corridor basis. Results of the counts are included in Appendix A.

In addition to the turning movement counts, 24-hour bi-directional ADT counts were conducted on January 10, 2019 at the below locations:

- Main Street between Pickwick Street and Tennessee Street
- Water Street between Pickwick Street and Hanna Blvd
- Wayne Road between King Street and Patterson Road

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

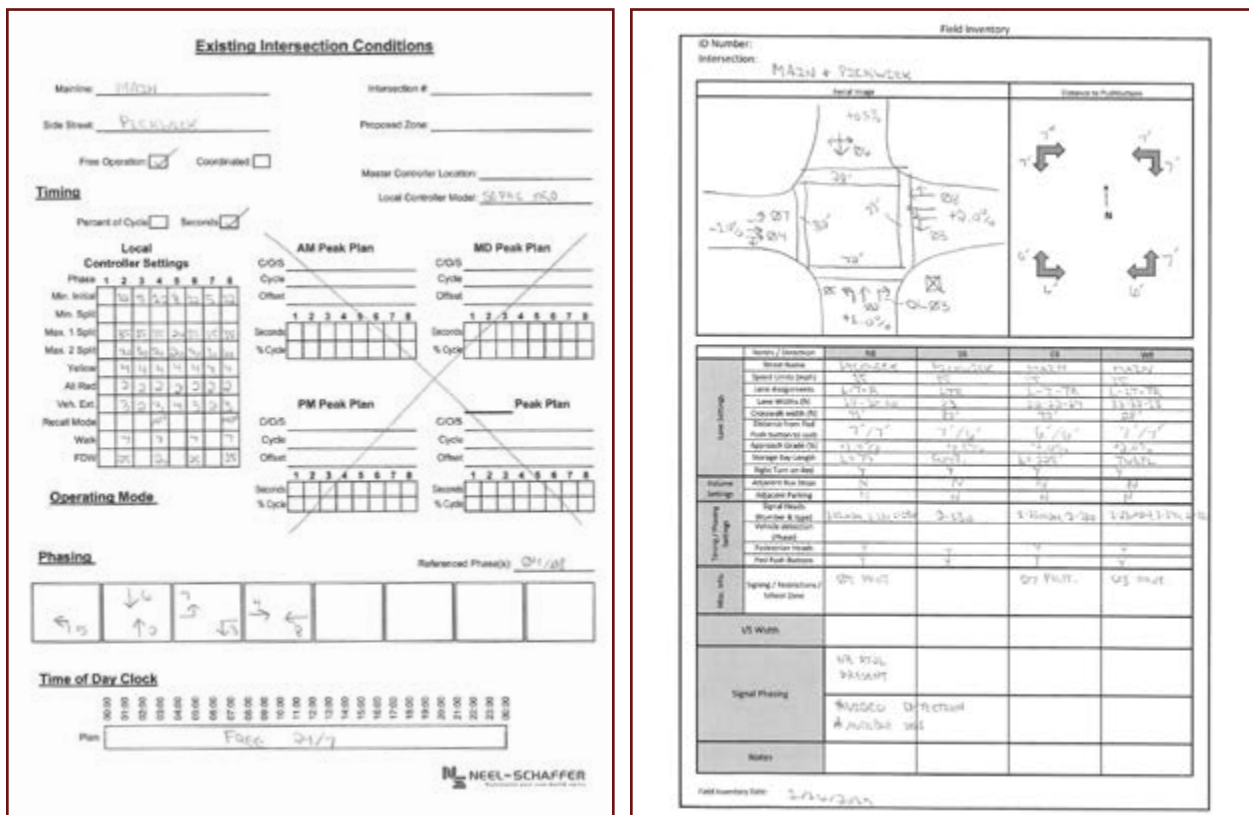


Figure 2.2 Example Field Inventory Sheets – Main Street at Pickwick Street

The project team conducted a field visit on January 16, 2019 to collect data required for analyzing existing conditions and developing the proposed signal timings. A sample of the type of information documented consisted of, but was not limited to, the following parameters:

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

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

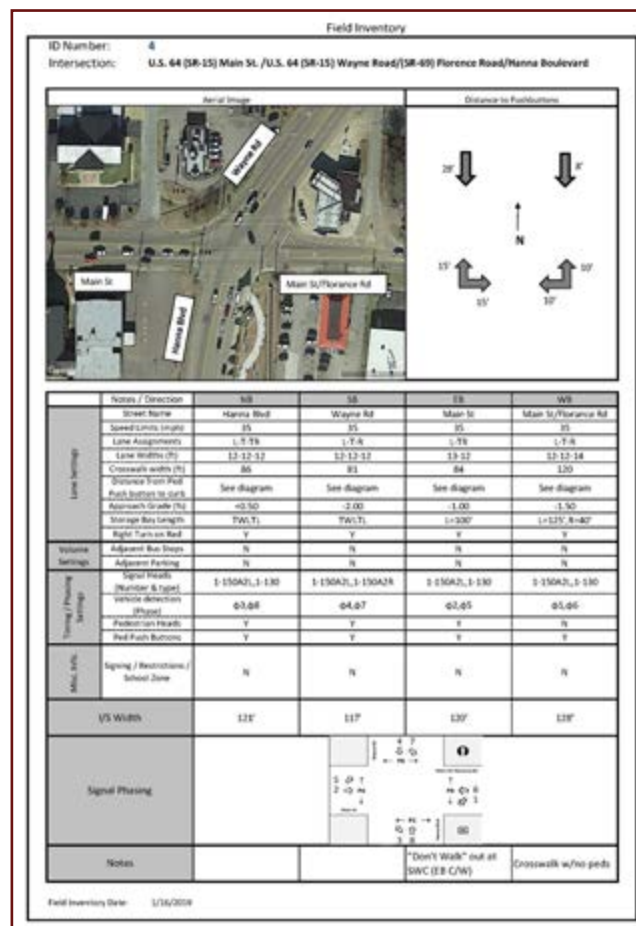


Figure 2.3 Formalized Field Inventory Sheet

2.2 CRASH HISTORY

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

2.3 EXISTING TRANSPORTATION STUDIES AND REPORTS

The following documents were consulted during the study process:

- 1.** 2016 Savannah CTPG Corridor study
- 2.** DHV Produced by TDOT for Main Street and Pickwick Street in 2019
- 3.** TDOT Traffic Design Manual

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

3 CHAPTER 3: EXISTING CONDITIONS

3.1 CAPACITY ANALYSIS/LEVEL OF SERVICE

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

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

3.1.1 SIGNALIZED INTERSECTIONS

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

**Table 3.1 Level of Service Criteria
Signalized Intersections¹**

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

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

3.1.2 INTERSECTION LEVELS OF SERVICE

After review of the LOS Study, it was determined if a LOS grade of D or lower was assigned then further recommendations should be established to promote efficient traffic operations. Study assessment determined that a LOS designation of C would be the threshold of acceptable performance. Dense urban areas experience high traffic volumes and lower LOS of D are accepted because improvements to infrastructure would not mitigate congestion due to volume. In rural areas such as this, a LOS C is an indication that improvements to infrastructure could improve service levels and alleviate congestion. The traffic count data was used to determine the peak AM, mid-day, and PM travel times at each intersection. The AM peak travel time was determined to be 7:30 AM- 8:30 AM, the mid-day peak lasted from 11:00 AM to 12:00 PM and the PM peak lasted from 3:00 PM to 4:00 PM.

Table 3.2 documents the existing LOS for each intersection in the study area. For signalized intersections, LOS represents overall intersection performance for each peak period. The LOS for AM and PM peaks is illustrated in **Figures 3.1** and **3.2**. Appendix D provides LOS output reports for each intersection under existing conditions.

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

Intersection	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
	AM	MD	PM	AM	MD	PM	
Water Street & Main Street	A	A	A				
Main Street & Guinn Street	A	A	A				
Main Street & Pickwick Road	C	B	B				
Main Street & Wayne Road	B	B	C				
Water Street & Pickwick Road	C	C	C				
Water Street & Hanna Blvd.	B	B	B				
Water Street & Florence Road	A	B	B				
Florence Road & Higgins Drive	B	B	B				
Wayne Road & King Street	A	B	B				
Wayne Road & Patterson Road	B	B	B				
Wayne Road & Harbert Drive	A	A	B				
Wayne Road & Bell Lane	B	B	B				



Figure 3.1 Existing Level of Service – AM Peak



Figure 3.2 Existing Level of Service – PM Peak

3.2 AVERAGE DAILY TRAFFIC

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

ADT counts also made it possible to develop a Time-of-Day plan for different timing patterns at each individual intersection. The project team provided 24-hour, bi-directional ADT counts for 3 main arterials within the city. These count volumes are included for Main Street, Water Street, and Wayne Road within the study area (**Figure 3.3, 3.4, 3.5**). These figures identify peak points of vehicular volume throughout the typical day.

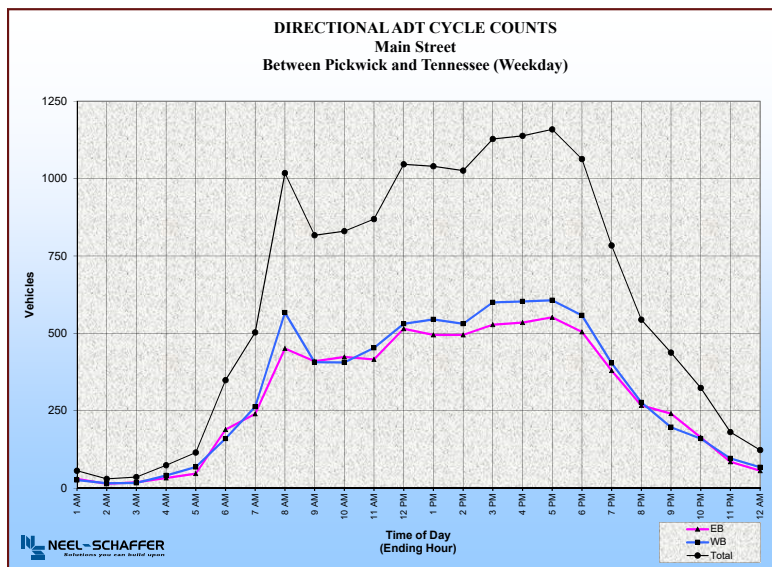


Figure 3.3 Main Street Peak Hour Volume

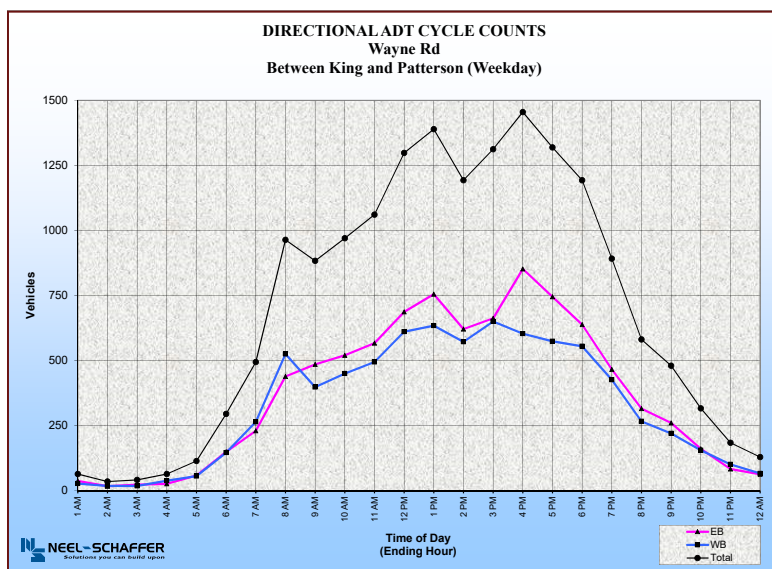


Figure 3.4 Wayne Road Peak Hour Volume

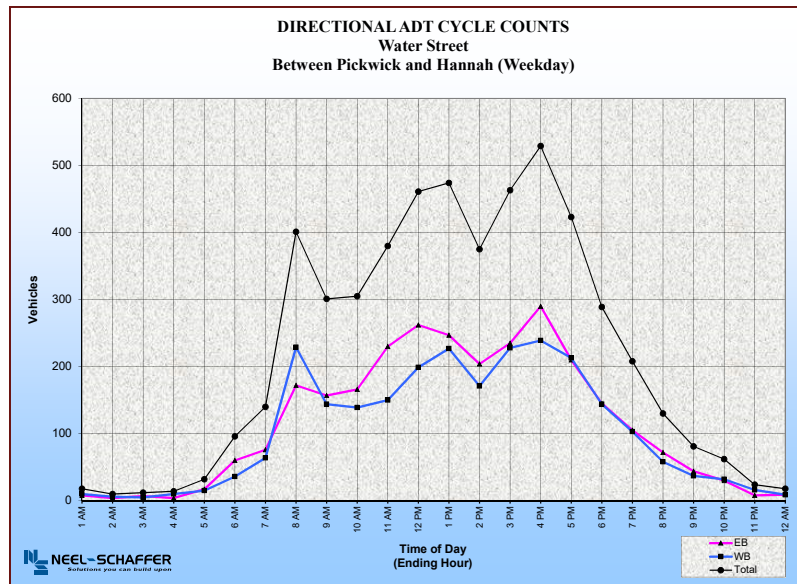


Figure 3.5 Water Street Peak Hour Volume

3.3 CRASH ANALYSIS

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

The methodology of this analysis was detailed as follows:

1. Crash data was presented to the consultant group from TDOT for all intersections within the corridor
2. The manner of collision made it possible to identify possible trends of safety concerns.
3. The total number of crashes at study intersections and statewide crash rate averages made it possible to develop a critical crash rate for all intersections.
4. Crash rates at each intersection were compared to the Tennessee Statewide Average Crash Rate. Locations moderately above state average are highlighted in yellow while areas only slightly above average are highlighted in green on **Table 3.3**. These rates are illustrated in **Figure 3.6**.
5. This comparison identified several intersections above the average crash rate, most notably:
 - Main Street at Pickwick Road
 - Main Street at Wayne Road

Data review identified crash trends at Main Street and Pickwick Road that were mainly rear-end crashes originating from the Main Street. This could indicate that drivers experience confusion due to the existing lane assignment and signal operation for the westbound approach. The signal has a protected left turn movement with a shared left-thru lane.

Main Street at Wayne Road had a trend of crashes that were mainly angle collisions departing Main Street. This could indicate insufficient signal clearance intervals that have not been updated using the latest standard formulas provided by TDOT’s Clearance Interval Policy Guidelines.

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

LOCATION Intersection	CRASH TYPE				MANNER OF COLLISION				VOLUME Avg Entering Traffic Volume (vpd)	STATISTICAL COMPUTATIONS			
	Total Number of Crashes	Property Damage	Injury	Fatal	Rear-End	Angle	HeadOn	Sideswipe		Crash Rate	Critical Crash Rate	TN Statewide Avg Crash Rate	Equiv PDO Rating ¹
Water @ Main	6	5	1	0	3	3	0	0	17,574	0.312	0.778	0.772	16
Main @ Guinn	8	7	1	0	4	1	0	3	14,983	0.488	0.844	0.837	18
Main @ Pickwick	61	51	10	0	35	15	2	9	19,016	2.930	0.778	0.772	161
Main @ Wayne	40	32	8	0	13	14	3	10	19,592	1.865	0.778	0.772	120
Water @ Pickwick	15	13	2	0	8	4	0	3	13,288	1.031	0.673	0.666	35
Water @ Hannah	4	4	0	0	3	0	0	1	7,504	0.487	0.675	0.666	4
Water @ Florence	8	5	3	0	7	1	0	0	9,290	0.786	0.674	0.666	38
Florence @ Higgins	1	0	1	0	0	1	0	0	6,008	0.152	0.676	0.666	11
Wayne @ Kings	14	11	3	0	8	3	0	3	18,009	0.710	0.778	0.772	44
Wayne @ Patterson	19	16	3	0	10	2	1	6	19,151	0.906	0.778	0.772	49
Wayne @ Herbert	9	8	1	0	3	3	0	3	17,959	0.458	0.778	0.772	19
Wayne @ Bell	18	11	7	0	5	9	0	4	19,401	0.847	0.778	0.772	88

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

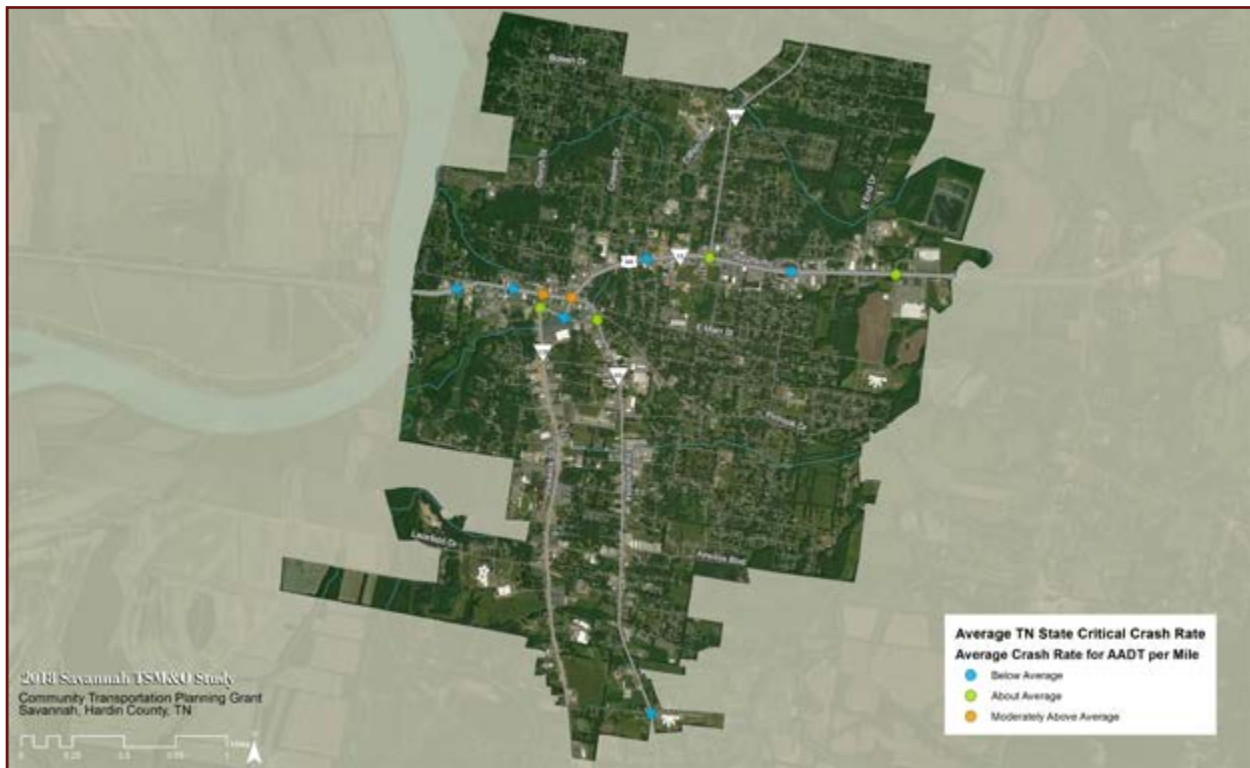


Figure 3.6 Savannah Crash Rate Map

3.4 GEOMETRIC OPERATIONS REVIEW ASSESSMENT

Existing geometric conditions for every intersection within the project were analyzed, and improvement opportunities were identified as needed. Two intersections were identified as potential areas that could benefit from lane use re-assignment and operational changes, which will be discussed in depth in Chapter 4. These intersections are:

- Main Street at Pickwick Street
- Florence Road at Higgins Drive

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

- Main Street at Guinn Street
- Water Street at Pickwick Street
- Main Street at Wayne Road
- Florence Road at Water Street

3.5 BASIC TRAFFIC SIGNAL TIMING AND COORDINATED SIGNAL TIMING ANALYSIS RESULTS

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

4 CHAPTER 4: RECOMMENDATIONS

4.1 INTERSECTION OPERATIONAL IMPROVEMENTS

After careful analysis of existing conditions and existing signal timings, evaluation concluded that specific intersections would benefit from operational improvements. These improvements include, but are not limited to: lane assignment modifications, signal phase changes, traffic signal head replacement, pedestrian accessibility modifications. Functional drawings were created for all proposed intersection operational improvement scenarios in Appendix I.

Intersections that were identified as candidates for operational improvements include:

- Main Street at Pickwick Street
- Main Street at Guinn Street
- Water Street at Pickwick Street
- Main Street at Wayne Road
- Florence Road at Water Street
- Florence Road at Higgins Drive
- Wayne Road Corridor

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

Table 4.1 Summary of Proposed Improvements

Intersection	Action Plan	Planning Level Cost Estimate
Main Street & Pickwick Street	Remove Protected Phasing	\$30,684.3
Main Street & Guinn Street	Remove 130 Head that Conflicts Ped	\$20,637.9
Main Street & Wayne Road	Ped. Pushbutton Post to Minimize Distance	\$19,800.13
Florence Road & Water Street	Pedestal Pole for Sight Distance Improvement	\$21,407.25
Florence Road & Higgins Drive	Ped. Pushbutton Post & Phase Operation Change	\$29,251.98
City-wide Improvements	Coordination along corridors, GPS units, and new controllers	\$87,039.14
Savannah TSMO	Full Implementation of all Proposed Improvements	\$208,820.7

*Refer to Appendix I for functional drawings of proposed improvements.

Main Street at Pickwick Street currently has protected left turn phasing for all left turn phases along with a shared left-thru lane in the westbound direction. It has been proposed to remove the protected left turn signal heads and install 5-section protected-permissive left turn signal heads, along with installing thru arrow pavement markings to signify the proposed lane assignment in the westbound direction. This intersection proved to be a critical one within the TSM&O study. Numerous conversations took place between the City of Savannah, TDOT, and the design team in arriving at a consensus that the proposed changes could be pursued in the future.

Main Street at Guinn Street currently has a type 130A3 right turn signal head located in the westbound direction. Pedestrian phasing is present at this intersection, and the right turn arrow conflicts the concurrent pedestrian movement. It has been proposed to remove this signal head and install a regular type 130 signal head.

Water Street at Pickwick Street currently has a type 150A2R signal head that is “hard-wired” to have the right turn arrow active in the eastbound direction while Phase 4 (eastbound thru movement) is also on. Recommendations proposed to modify the signal head and wiring within the cabinet so that the right turn arrow only operates concurrently with Phase 5 (northbound left turn movement). By making this proposed change a potential conflict with the Phase 4 pedestrian movement is eliminated.

Main Street at Wayne Road currently has pedestrian pushbuttons and pedestrian signal heads mounted on traffic signal poles. The pedestrian pushbutton located on the northwestern corner steel strain pole is 28’ from the crosswalk along the eastbound approach. It is proposed to install a pedestrian pushbutton post closer to the crosswalk, which will minimize “Walk” time and provide enhanced accessibility for pedestrians.

Florence Road at Water Street currently has pedestrian pushbuttons and pedestrian signal heads on the traffic signal support poles. The pedestrian signal head located on the southwestern corner signal pole has a sight visibility issue for those pedestrians that wish to use the crosswalk along the eastbound approach. This visibility concern is heightened by the heavy truck traffic experienced on Water Street. It is proposed to install a pedestal pole with pedestrian pushbutton and pedestrian signal head to promote greater sight visibility and encourage pedestrian accessibility. Field observations noted that the pedestrian push button is located over 30 feet from the crosswalk.

Florence Road at Higgins Drive currently operates under split phase conditions and pedestrian accessible equipment is located on the signal poles. Due to the alignment of the intersection and the low traffic volume from Higgins Drive, concurrent phasing is proposed for the side streets at this intersection. A protective-permissive left turn phase is also proposed for the westbound approach. The northbound approach currently has a dedicated right turn lane, which would find benefit in having a type 150A2R signal head with a right-turn overlap for vehicular traffic during school arrival times. Along with this, the pedestrian pushbutton and pedestrian signal head located on the northwestern corner signal pole is 40 feet from the crosswalk along the eastbound approach. It is proposed to install a pedestrian pushbutton post closer to the crosswalk to promote pedestrian accessibility. A grate inlet is present at this corner, so storm water infrastructure could present challenges for future pedestrian accessibility improvements.

In addition to individual intersection improvements, it has been proposed to have coordinated timings for the AM, Mid-day, and PM peak periods along Wayne Road. Wayne Road serves as a reliable corridor for coordination due to platoons within the peak periods of the day. Under existing conditions, all intersections within the City of Savannah are running “Free” operation (non-coordinated). Three intersections within the downtown area also have proposed coordinated timings, which are: Main Street at Wayne Road; Main Street at Pickwick Road; and Water Street at Pickwick Road. These three intersections are proposed to run coordination only during the AM and PM peak periods with short cycle lengths that are similar to the current “Max” timings. The benefits of coordination will be further discussed within this chapter in “Time-Space Diagrams and Coordination” topic.

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

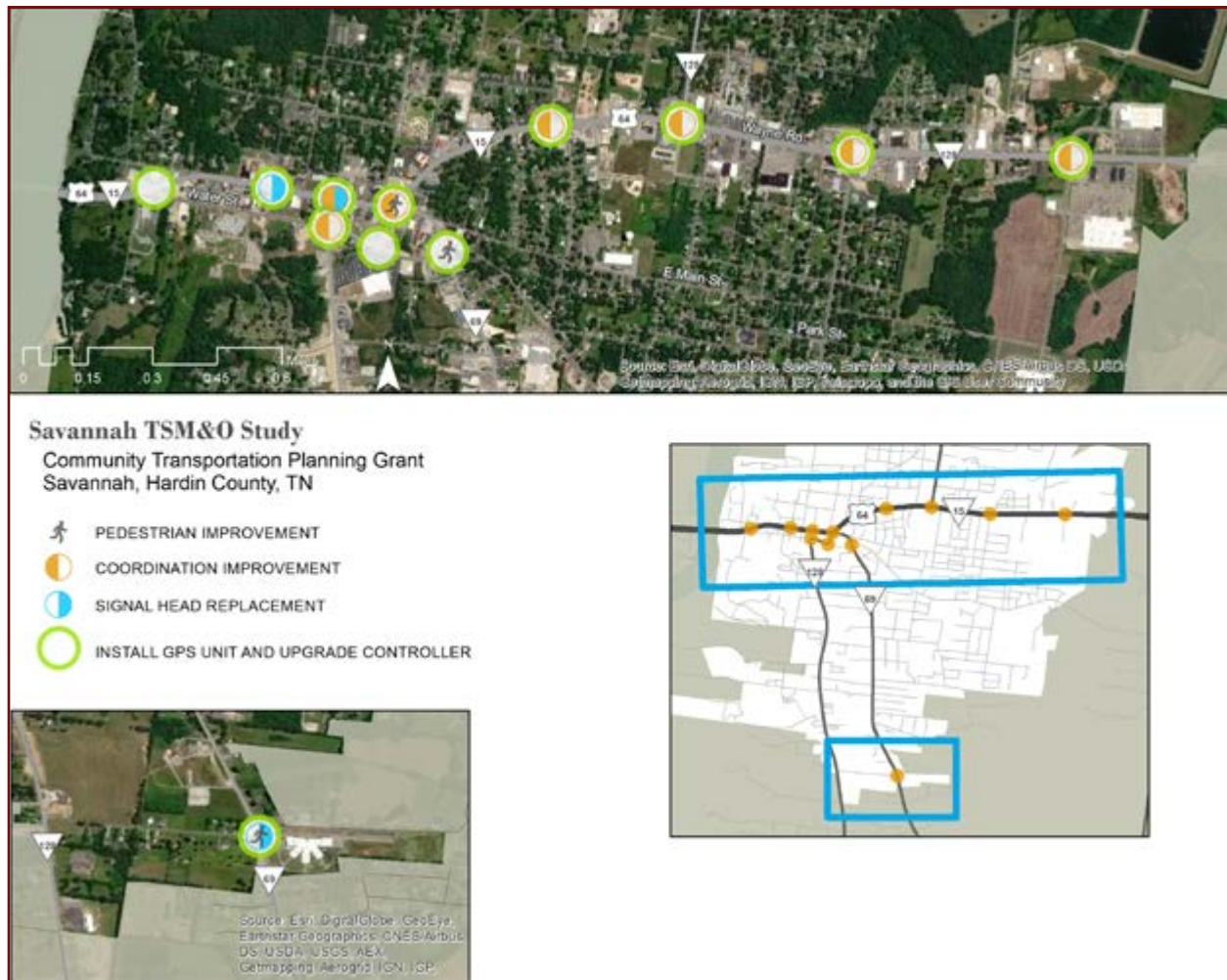


Figure 4.1 Savannah TSM&O Proposed Improvements

4.1.1 INTERSECTION CLEARANCE INTERVALS

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

Some vehicle clearance intervals increased due to geometric improvements at the intersection or the previous vehicle intervals did not meet current guidelines. The updated clearance intervals contribute to enhanced safety for pedestrians and motorists. Of the 12 intersections within the study area, nine intersections had existing vehicular clearance intervals that required optimizing. As stated in Chapter 3, updating clearance intervals with careful analysis can prove beneficial to the safety of the public and motorists. Appendix E has a tabular comparison of both existing and proposed clearances.

4.1.2 TIME-SPACE DIAGRAMS AND COORDINATION

Before moving forward with results analysis, the concept of coordinated timing requires further initial examination since it is not currently present within the study area. Coordination is the concept of having signalized intersections that are in relative proximity progress movement along a corridor or arterial. A preliminary analysis measure called the “Coupling Index” was used to determine if coordination would be preferred along Wayne Road. The Coupling Index factors bi-directional volume and distance between intersections and produces a numerical value greater than zero. According to the Federal Highway Administration (FHWA), it is recommended to “link all intersections that have a value greater than 50, consider linking intersections that have a have a value of 1 to 50, and do not link intersections that have a value of less than 1.” **Tables 4.2, 4.3, and 4.4** show the Coupling Index values between signalized intersections along Wayne Road for the AM, Mid-day, and PM peak periods.

Table 4.2 Coupling Index (Coordinability) Analysis – AM Peak

Intersection Limits	Bi-Directional Volume (vph)	Distance (Miles)	Coupling Index (CI)
Bell Rd to Harbert Dr	761	0.50	3.04
Harbert Dr to Patterson Rd	859	0.40	5.37
Patterson Rd to King St	985	0.31	10.25
King St to Main St*	916	0.43	4.95

Table 4.3 Coupling Index (Coordinability) Analysis – Mid-Day Peak

Intersection Limits	Bi-Directional Volume (vph)	Distance (Miles)	Coupling Index (CI)
Bell Rd to Harbert Dr	913	.50	3.65
Harbert Dr to Patterson Rd	1246	.40	7.79
Patterson Rd to King St	1359	.31	14.14
King St to Main St*	1108	.43	5.99

Table 4.4 Coupling Index (Coordinability) Analysis – PM Peak

Intersection Limits	Bi-Directional Volume (vph)	Distance (Miles)	Coupling Index (CI)
Bell Rd to Harbert Dr	995	.50	9.68
Harbert Dr to Patterson Rd	1224	.40	7.65
Patterson Rd to King St	1425	.31	14.83
King St to Main St*	1162	.43	6.28

NOTE: Coupling Index = $V/(D^2)$

V = Bi-Directional Volume (Divided By 1000)

D = Distance between Intersections (Miles)

* Main St EB Left Turns and WB Right Accounted for Coupling Index

According to the tables, Coupling Index values verified that the project team should consider the value of signalized operation along Wayne Road for the AM, Mid-day, and PM peak periods.

When signals are coordinated, the overall goal is for platoons (reliable groups of vehicles) to move from one end of an arterial or corridor to the other with minimal stops. This is achieved by determining a suitable cycle length that achieves both “green-band” and reasonable delay for the side-street approaches at each intersection. Offsets are determined when defining a preferred direction of travel.

Figure 4.2 shows these concepts for the proposed AM peak coordinated pattern along Wayne Road. The red and blue groups of diagonal lines represent platoons. For this specific period, it is anticipated that a motorist could travel from King Street to Bell Road in the eastbound direction without being stopped. Appendix F provides time-space diagrams for proposed conditions.

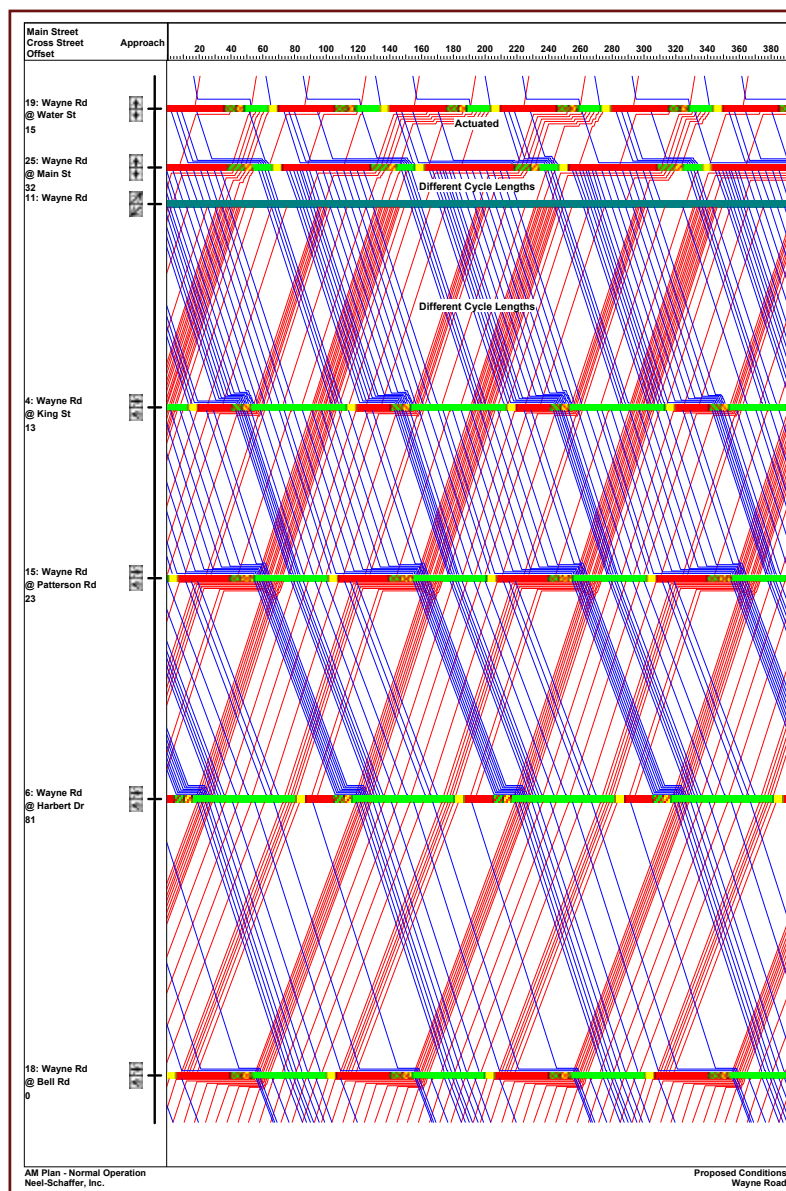


Figure 4.2 Time-Space Diagram – AM Peak

4.2 BEFORE/AFTER EVALUATION

4.2.1 INTERSECTION LEVELS OF SERVICE

As discussed in Chapter 3, a LOS study was conducted to assess existing conditions for all intersections within the TSM&O study. In order to compare the benefit of updated timings and coordinated patterns, the same methodology was used for proposed conditions. As **Table 4.5** shows below, LOS conditions did not vary much between existing and proposed conditions. This can be attributed to several factors: low volumes during the peak periods at each intersection and/or intersections operate under unconstrained, unsaturated flow. It should be noted that significant delay reduction occurred for proposed conditions of the westbound left turn at Main Street and Pickwick Street. The LOS for AM and PM peaks is illustrated in **Figures 4.3** and **4.4**. Appendix F provides LOS output reports for each intersection under proposed conditions.

Table 4.5 Proposed Level of Service – Intersection Level of Service Analysis

Intersection	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
	AM	MD	PM	AM	MD	PM	
Water Street & Main Street	A	A	A	A	A	A	
Main Street & Guinn Street	A	A	A	A	A	A	
Main Street & Pickwick Road	C	B	B	C ¹	B	B ²	Proposed Analysis shows Single WB Left Lane; Proposed Coordination for select hours Monday through Friday (AM, PM plans if protected left turns are removed)
Main Street & Wayne Road	B	B	C	C	B	C	Proposed Coordination for select hours Monday through Friday (AM, PM plans)
Water Street & Pickwick Road	C	C	C	C	B	C	Proposed Coordination for select hours Monday through Friday (AM, PM plans)
Water Street & Hanna Blvd.	B	B	B	B	B	B	
Water Street & Florence Road	A	B	B	B	B	B	
Florence Road & Higgins Drive	B	B	B	B	B	B	New Traffic Signal Phasing Operation Proposed/MAX2 and MAX3 by Time of Day
Wayne Road & King Street	A	B	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM, MD, PM plans)
Wayne Road & Patterson Road	B	B	B	B	B	B	Proposed Coordination for select hours Monday through Friday (AM, MD, PM plans)
Wayne Road & Harbert Drive	A	A	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM, MD, PM plans)
Wayne Road & Bell Lane	B	B	B	B	B	C	Proposed Coordination for select hours Monday through Friday (AM, MD, PM plans)

¹ Existing Westbound Left Turn LOS for AM Peak: C (30.4 sec/veh); Proposed Westbound Left Turn LOS for AM Peak: B (11.5 sec/veh). 62% Delay Reduction

² Existing Westbound Left Turn LOS for PM Peak: C (28.4 sec/veh); Proposed Westbound Left Turn LOS for AM Peak: A (8.6 sec/veh). 70% Delay Reduction



Figure 4.3 Proposed Level of Service – AM Peak



Figure 4.4 Proposed Level of Service – PM Peak

4.2.2 CORRIDOR MEASURES OF EFFECTIVENESS (MOE’S)

Due to Level of Service results not varying much between existing and proposed conditions, the design team investigated Measures of Effectiveness (MOE’s) for specific corridors that are proposed to have coordination. Intersections that continue to run “Free” operation were not able to have results produced for MOE’s.

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

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

Study methodology utilized the Synchro 9 software to quantify analysis results that could effectively compare existing and proposed conditions. The three arterials that have Measures of Effectiveness Results are Main Street, Pickwick Road, and Wayne Road. It should be noted that results from Synchro 9 are formulated from computer-generated estimates, and should only serve as generalized indicators of improvements with coordination. **Tables 4.6, 4.7, and 4.8** show MOE’s for both directions of travel for each respective arterial. Appendix G provides output reports for measures of effectiveness under both existing and proposed conditions.

Table 4.6 Main Street - Measures of Effectiveness

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Eastbound	123.9	97.8	-21%	58.7	39.1	-33%	16	20	25%	954	942	-1%
	Westbound	63.1	57.4	-9%	25.5	19.1	-25%	20	23	15%	542	516	-5%
	Average	94	78	-17%	42	29	-31%	18	22	22%	748	729	-3%
PM	Eastbound	119.5	86.9	-27%	70.6	38	-46%	14	19	36%	1072	969	-10%
	Westbound	72.2	61.1	-15%	22.2	16.7	-25%	22	24	9%	758	640	-16%
	Average	96	74	-23%	46	27	-41%	18	22	22%	915	805	-12%

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

Table 4.7 Pickwick Street - Measures of Effectiveness

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Northbound	60.6	48.5	-20%	48.5	24.2	-50%	12	16	33%	380	292	-23%
	Southbound	89.3	59.5	-33%	69.4	49.6	-29%	5	7	40%	444	403	-9%
	Average	75	54	-28%	59	37	-37%	9	12	33%	412	348	-16%
PM	Northbound	63.9	55.9	-13%	47.9	39.9	-17%	12	14	17%	669	562	-16%
	Southbound	45.8	45.8	0%	45.8	30.5	-33%	7	8	14%	232	223	-4%
	Average	55	51	-7%	47	35	-26%	10	11	10%	451	393	-13%

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

Table 4.8 Wayne Road - Measures of Effectiveness

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Eastbound	202.4	188	-7%	28.9	21.7	-25%	28	30	7%	847	518	-39%
	Westbound	171.8	151.1	-12%	34.4	20.6	-40%	26	29	12%	954	554	-42%
	Average	187	170	-9%	32	21	-34%	27	30	11%	901	536	-41%
MID DAY	Eastbound	207	196.9	-5%	35.3	25.2	-29%	28	29	4%	1294	970	-25%
	Westbound	178.9	157.2	-12%	38	21.7	-43%	25	29	16%	1251	583	-53%
	Average	193	177	-8%	37	23	-38%	27	29	7%	1273	777	-39%
PM	Eastbound	212.3	193.8	-9%	36.9	18.5	-50%	28	30	7%	1466	822	-44%
	Westbound	183.3	166.7	-9%	44.4	33.3	-25%	25	27	8%	1289	920	-29%
	Average	198	180	-9%	41	26	-37%	27	29	7%	1378	871	-37%

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

4.3 TRAFFIC SIGNAL TIMING SHEETS

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

- Water Street at Pickwick Road
- Main Street at Pickwick Road
- Main Street at Wayne Road
- Florence Road at Higgins Drive

Coordination among the top three listed intersections above is dependent on protective-permissive left-turn phasing at Main Street and Pickwick Street. Until the proposed improvement takes place, these intersections shall run optimized “Max 2” timings during the AM and PM peak periods instead of coordinated timings.

4.4 PLANNING LEVEL COST ESTIMATES

The project team tabulated preliminary quantities and estimates for the intersections with proposed operational improvements that are listed in Section 4.1. A contingency factor of 15% was assumed for the preliminary estimate, and cost estimates ranged from \$19,800 to \$30,700 for individual intersection projects. Appendix I provides cost estimates following the functional layouts.

A summary of all of the improvements provides an estimated total of approximately \$209,000 for the entire study area within Savannah. This total assumes that all signalized intersections will be updating their controllers to current SEPAC models and installing GPS units within the cabinet to control the time. **Table 4.9** shows the overall estimate of the entire TSM&O project.

Table 4.9 Savannah TSM&O – Cost Estimate

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	\$ 15,000.00	\$ 15,000.00
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	20	\$ 35.00	\$ 700.00
712-06	SIGNS (CONSTRUCTION)	S.F.	178	\$ 9.00	\$ 1,602.00
713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	30	\$ 5.00	\$ 150.00
713-16.20	SIGNS (R10-12)	EACH	3	\$ 300.00	\$ 900.00
713-16.21	SIGNS (R3-5)	EACH	1	\$ 300.00	\$ 300.00
713-16.22	SIGNS (R3-7)	EACH	1	\$ 300.00	\$ 300.00
713-16.23	SIGNS (LEFT TURN YIELD TO ONCOMING TRAFFIC)	EACH	1	\$ 300.00	\$ 300.00
713-16.41	RELOCATE SIGN	EACH	1	\$ 500.00	\$ 500.00
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	4	\$ 200.00	\$ 800.00
717-01	MOBILIZATION	LS	1	\$ 25,000.00	\$ 25,000.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	\$ 6,500.00	\$ 6,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	3	\$ 1,200.00	\$ 3,600.00
730-02.17	SIGNAL HEAD ASSEMBLY (150A2H WITH BACKPLATE)	EACH	4	\$ 1,800.00	\$ 7,200.00
730-03.28	ADJUST PULL BOX (SIGNAL CABLE WIRE)	EACH	12	\$ 300.00	\$ 3,600.00
730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	910	\$ 1.50	\$ 1,365.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	220	\$ 1.75	\$ 385.00
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1155	\$ 2.00	\$ 2,310.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	100	\$ 10.00	\$ 1,000.00
730-12.30	TRENCHING	L.F.	85	\$ 15.00	\$ 1,275.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	12	\$ 3,500.00	\$ 42,000.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	12	\$ 5,000.00	\$ 60,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	1	\$ 2,500.00	\$ 2,500.00
730-26.09	PEDESTRIAN PUSHBUTTON WITH 15" SIGN	EACH	3	\$ 1,500.00	\$ 4,500.00
730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	EACH	1	\$ 1,250.00	\$ 1,250.00
730-26.06	PEDESTRIAN PUSHBUTTON POST	EACH	2	\$ 2,000.00	\$ 4,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	560	\$ 5.00	\$ 2,800.00
SUBTOTAL					\$ 189,837.00
CONTINGENCY (15%)					\$ 18,983.70
TOTAL					\$ 208,820.70

4.5 IMPLEMENTATION GUIDANCE

The following guidance is a step-by-step guide for City of Savannah staff and signal technicians to implement proposed timings into the field:

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

These steps should be used for coordinated timings along Wayne Road, and the proposed coordinated timings along Main Street and Pickwick Street. Since coordination is dependent on the proposed protected-permissive left-turn phasing at Main Street and Pickwick Street, the secondary coding sheet with optimized Max 2 timings should be used for the following intersections:

- Main Street at Pickwick Street
- Main Street at Wayne Road
- Water Street at Pickwick Street

Intersections that are running non-coordinated should be field observed also to insure that Max timings are appropriate for all approaches in order to minimize queuing and delay time.

4.6 ACTION PLAN

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

- **Signal Maintenance Agreement** – It is suggested that the City enter into a formal traffic signal maintenance agreement with a vendor to provide routine and emergency traffic signal maintenance. Multiple communities within the West Tennessee area hold a signal maintenance agreement, and this can provide stability for traffic operations within the City.
- **Standardization of Signal Controller Equipment** – Existing equipment in the City of Savannah includes eight EPAC 300 controllers, one PEEK 3000 controller, and three SEPAC m50 controller. It is recommended to upgrade all EPAC 300 and PEEK 3000 controllers to the SEPAC m50 model or better. The SEPAC m50 is highly compatible and user friendly for those that will be actively working on traffic signal related issues within the city.

- **Signal Timing Documentation** – As stated previously, coding sheets have been created and standardized for all intersections to reflect a proposed EPAC/SEPAC controller model. Standardization of these coding sheets makes it much easier for signal technicians and staff to know existing operations and to document any changes made in the field.
- **Dedicated Funding Resource** – Individual projects shown previously should be included in a future Capital Improvement Plan in order to build consensus around the project and match funding where necessary. The City of Savannah guided prioritization of these projects as three different phases. **Table 4.10** below identifies the three phases and estimated cost value for each phase.

Table 4.10 Project Prioritization by Phase

Phase Priority	Location of Phase	Planning Level Cost Estimate
Phase 1	Wayne Road	\$87,039.14
Phase 2	Downtown CBD Area	\$92,529.58
Phase 3	Florence Road and Higgins	\$29,251.98
Savannah TSMO	Full Implementation of all Proposed Improvements	\$208,820.70

It is highly recommended that coordination with the SW Rural Planning Organization (RPO) takes place to launch a capital funding plan. Capital funding management should also be organized with TDOT to leverage costs or proposed design projects. Projects should be coordinated with regional planning and TDOT to ensure consistency and stakeholder involvement.



Appendix A: TRAFFIC DATA

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

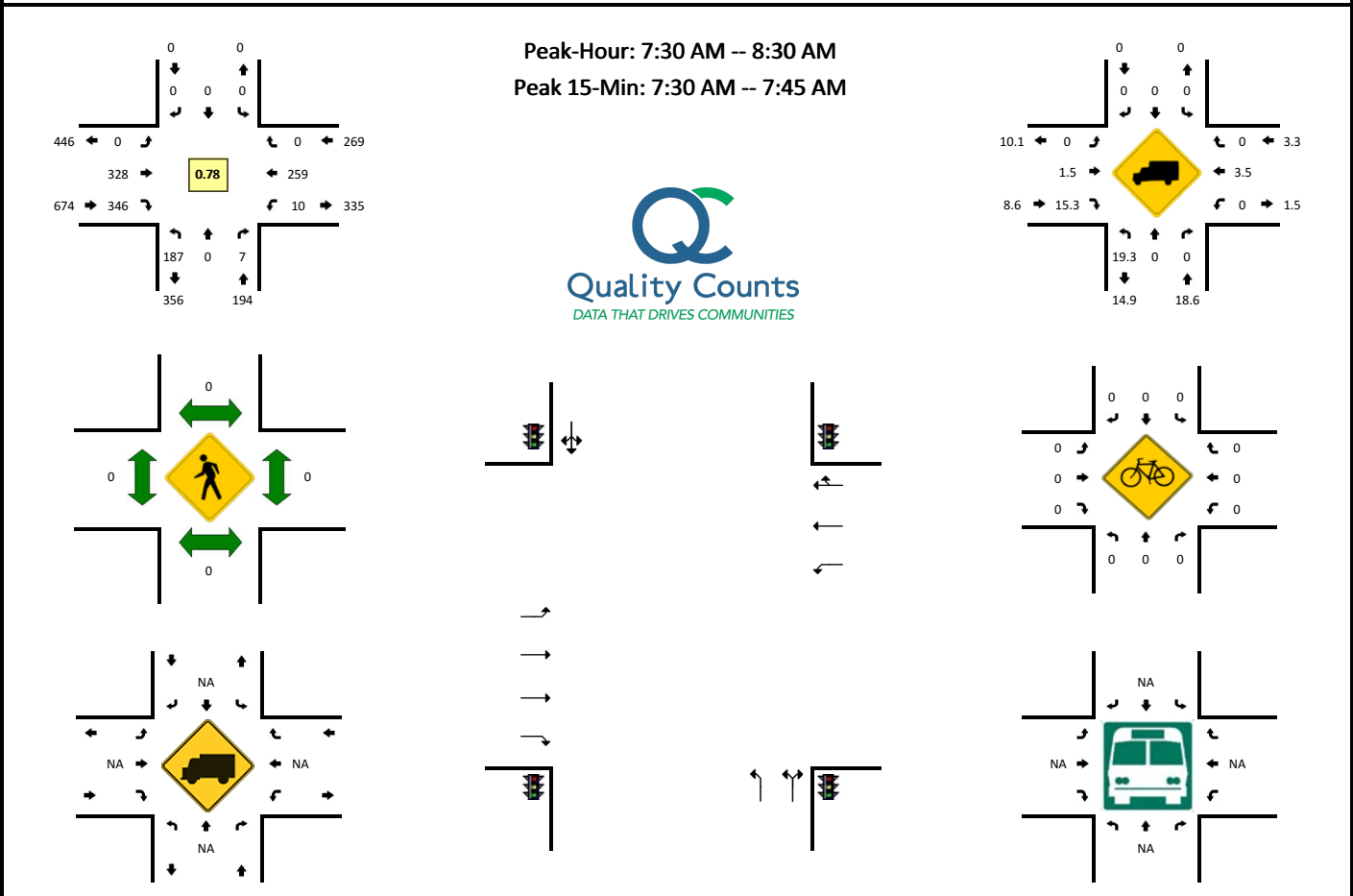


in cooperation with



LOCATION: 1. Water St -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831967
DATE: Thu, Jan 10 2019

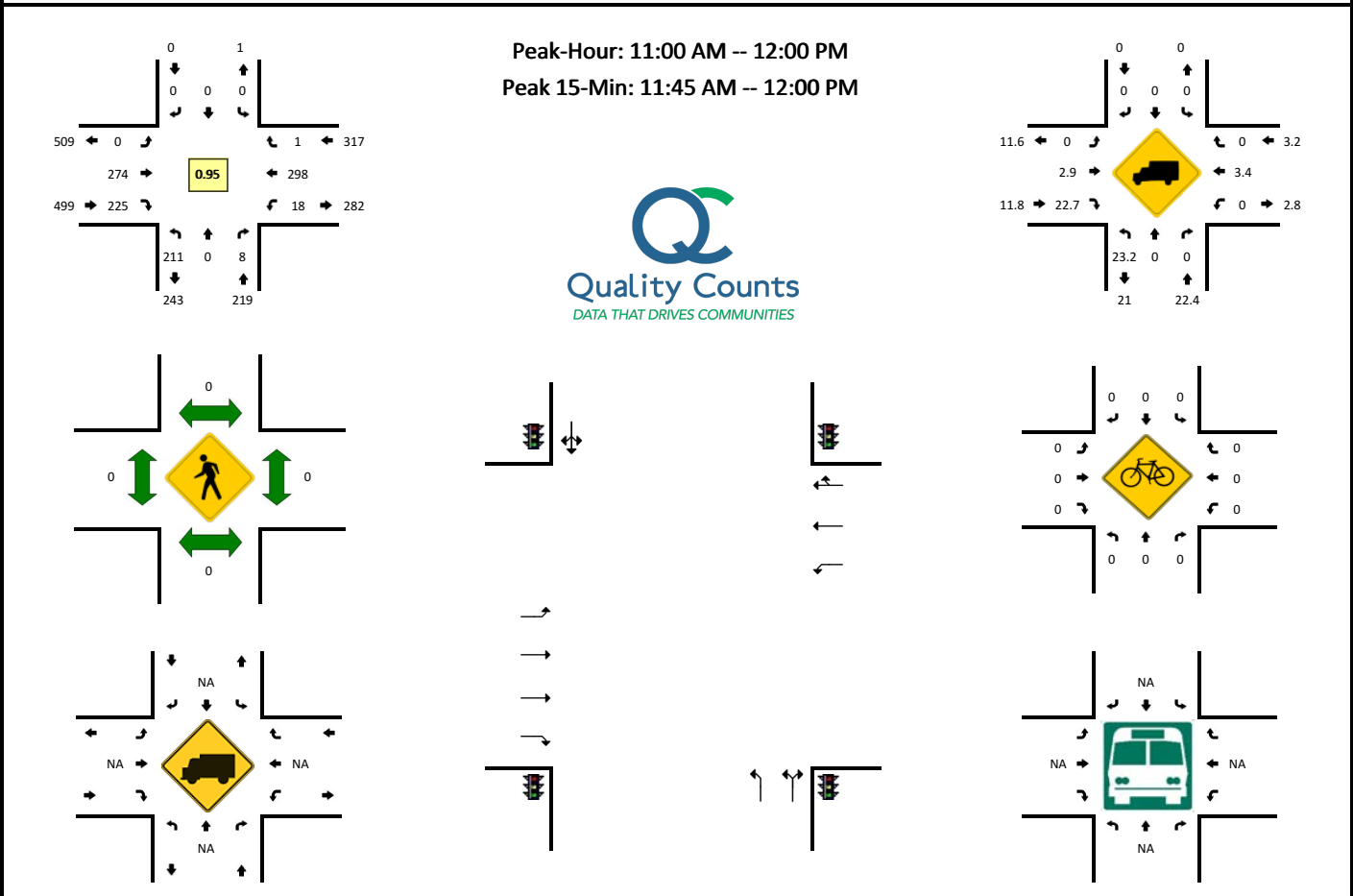


15-Min Count Period Beginning At	1. Water St (Northbound)				1. Water St (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	53	0	3	0	0	0	0	0	0	93	134	0	1	81	0	0	365	
7:45 AM	47	0	2	0	0	0	0	0	0	94	105	0	2	69	0	0	319	
8:00 AM	49	0	0	0	0	0	0	0	0	83	57	0	2	63	0	0	254	
8:15 AM	38	0	2	0	0	0	0	0	0	58	50	0	5	46	0	0	199	1137
8:30 AM	24	0	3	0	0	0	0	0	0	64	37	0	5	70	0	0	203	975
8:45 AM	34	0	0	0	0	0	0	0	0	54	61	0	3	50	0	0	202	858
9:00 AM	27	0	1	0	0	0	0	0	0	66	50	0	2	48	0	0	194	798
9:15 AM	38	0	2	0	0	0	0	0	0	58	51	0	6	41	0	0	196	795
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	212	0	12	0	0	0	0	0	0	372	536	0	4	324	0	0	1460	
Heavy Trucks	32	0	0	0	0	0	0	0	0	4	72	0	0	12	0	0	120	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 1. Water St -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831968
DATE: Thu, Jan 10 2019

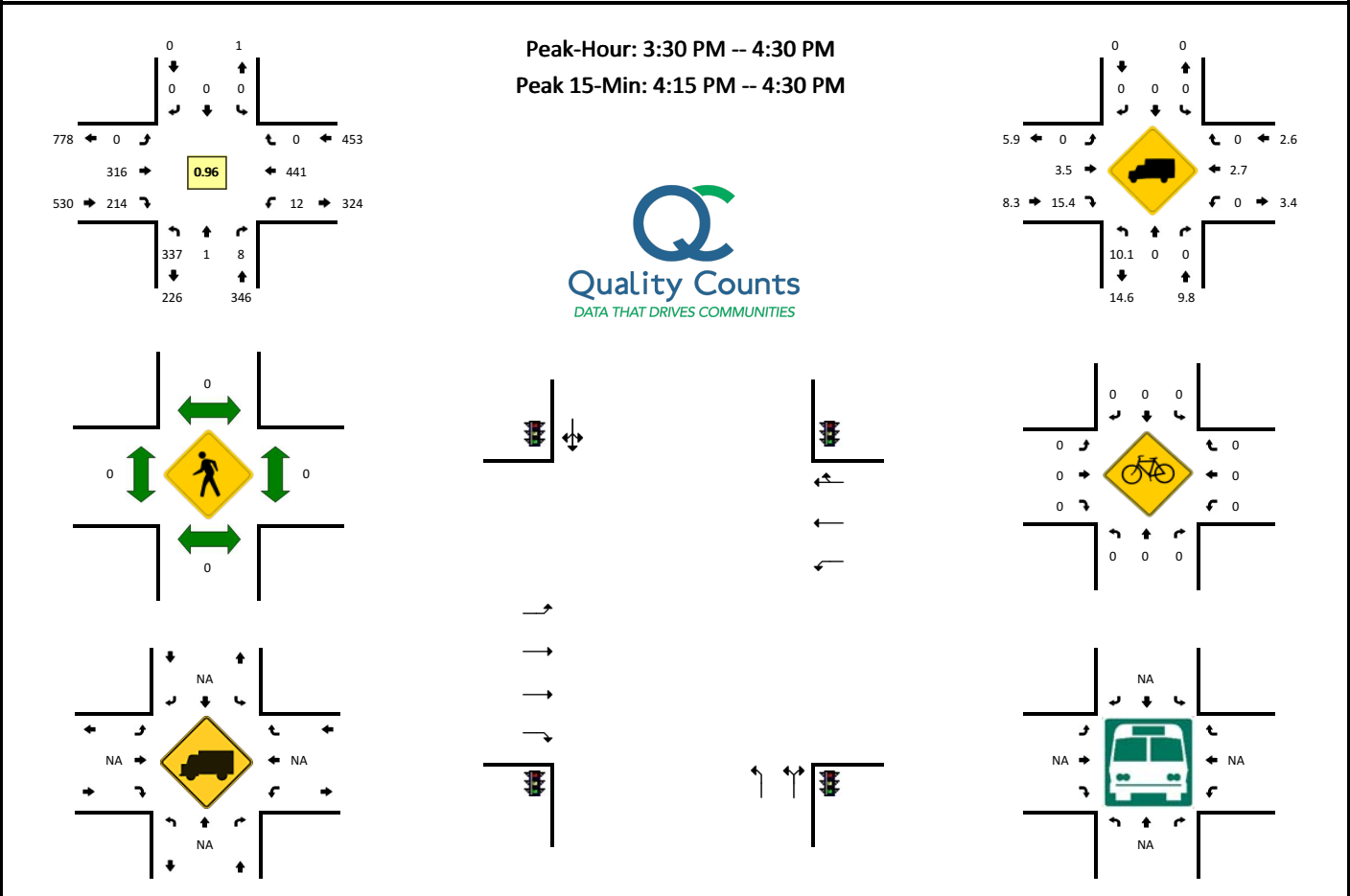


15-Min Count Period Beginning At	1. Water St (Northbound)				1. Water St (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	39	0	0	0	0	0	0	0	0	91	53	0	3	67	0	0	253	
11:15 AM	50	0	2	0	0	0	0	0	0	52	56	0	8	82	1	0	251	
11:30 AM	58	0	5	0	0	0	0	0	0	71	50	0	3	72	0	0	259	
11:45 AM	64	0	1	0	0	0	0	0	0	60	66	0	4	77	0	0	272	1035
12:00 PM	55	0	5	0	0	0	0	0	0	76	39	0	3	52	0	0	230	1012
12:15 PM	62	0	2	0	0	0	0	0	0	70	49	0	11	73	0	0	267	1028
12:30 PM	50	0	4	0	0	0	0	0	0	64	58	0	1	65	0	0	242	1011
12:45 PM	53	0	6	0	0	0	0	0	0	56	57	0	4	60	0	0	236	975
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	256	0	4	0	0	0	0	0	0	240	264	0	16	308	0	0	1088	
Heavy Trucks	52	0	0	0	0	0	0	0	0	4	56	0	0	20	0	0	132	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 1. Water St -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831969
DATE: Thu, Jan 10 2019

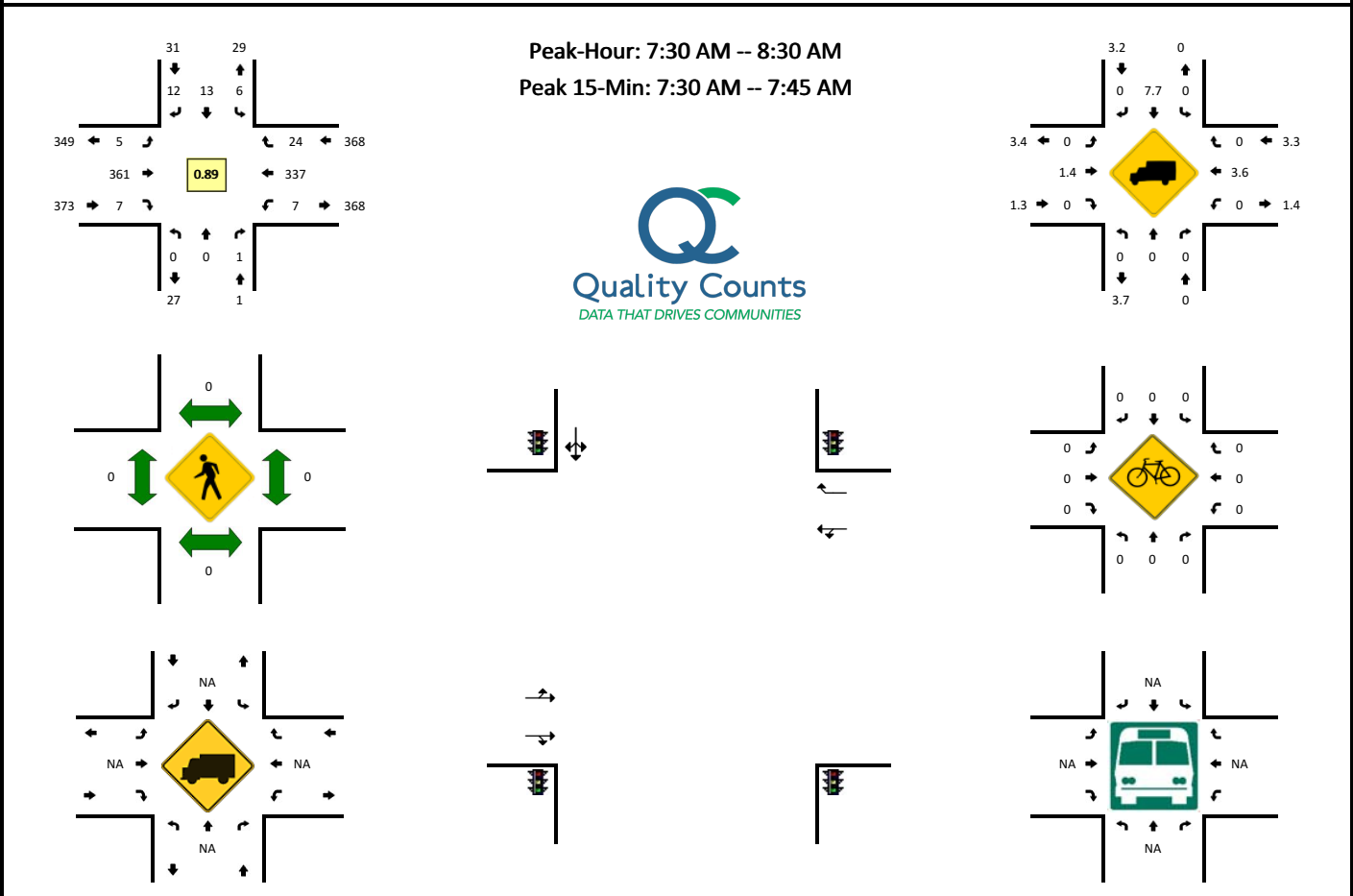


15-Min Count Period Beginning At	1. Water St (Northbound)				1. Water St (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	89	0	3	0	0	0	0	0	0	73	66	0	6	102	1	0	340	
3:15 PM	82	0	2	0	0	0	0	0	0	76	60	0	7	92	0	0	319	
3:30 PM	79	0	1	0	0	0	0	0	0	94	47	0	3	116	0	0	340	
3:45 PM	77	1	3	0	0	0	0	0	0	69	65	0	1	89	0	0	305	1304
4:00 PM	95	0	1	0	0	0	0	0	0	71	49	0	4	118	0	0	338	1302
4:15 PM	86	0	3	0	0	0	0	0	0	82	53	0	4	118	0	0	346	1329
4:30 PM	77	0	4	0	0	0	0	0	0	83	54	0	2	116	0	0	336	1325
4:45 PM	56	0	3	0	0	0	1	0	0	92	51	0	2	95	0	0	300	1320
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	344	0	12	0	0	0	0	0	0	328	212	0	16	472	0	0	1384	
Heavy Trucks	40	0	0	0	0	0	0	0	0	24	44	0	0	24	0	0	132	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 2. Guinn St -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831970
DATE: Thu, Jan 10 2019

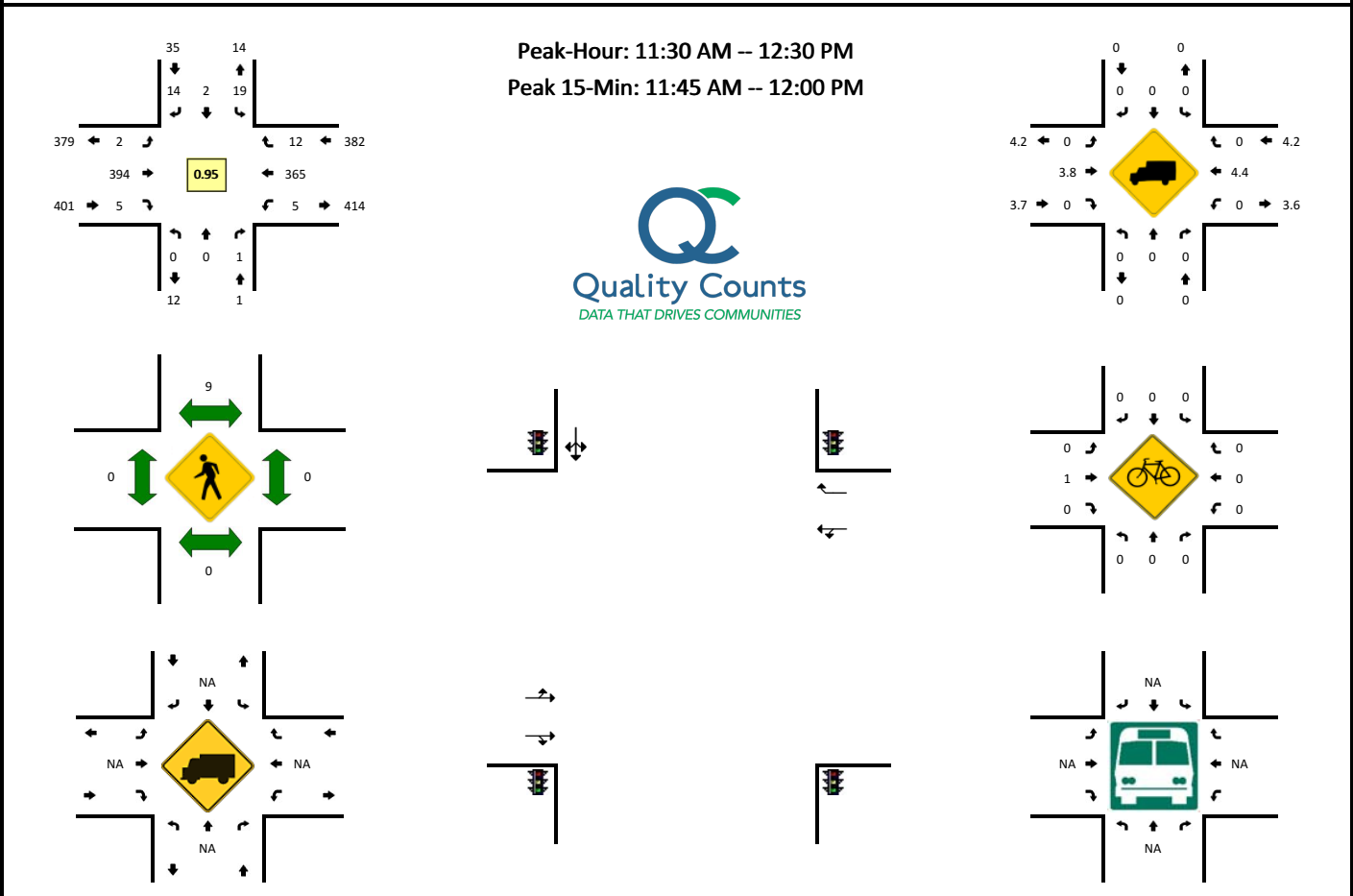


15-Min Count Period Beginning At	2. Guinn St (Northbound)				2. Guinn St (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	0	0	2	8	6	0	1	100	2	0	3	90	4	0	216	
7:45 AM	0	0	1	0	2	5	3	0	1	103	1	0	0	92	4	0	212	
8:00 AM	0	0	0	0	0	0	0	0	0	93	1	0	2	89	5	0	190	
8:15 AM	0	0	0	0	2	0	3	0	3	65	3	0	2	66	11	0	155	773
8:30 AM	0	0	0	0	4	0	1	0	0	66	1	0	0	77	0	0	149	706
8:45 AM	0	0	0	0	5	0	2	0	3	54	0	0	1	59	4	0	128	622
9:00 AM	0	0	0	0	4	1	2	0	3	73	0	0	1	60	3	0	147	579
9:15 AM	0	0	0	0	3	0	2	0	1	70	0	0	1	67	1	0	145	569
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	8	32	24	0	4	400	8	0	12	360	16	0	864	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	16	0	0	20	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 2. Guinn St -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831971
DATE: Thu, Jan 10 2019

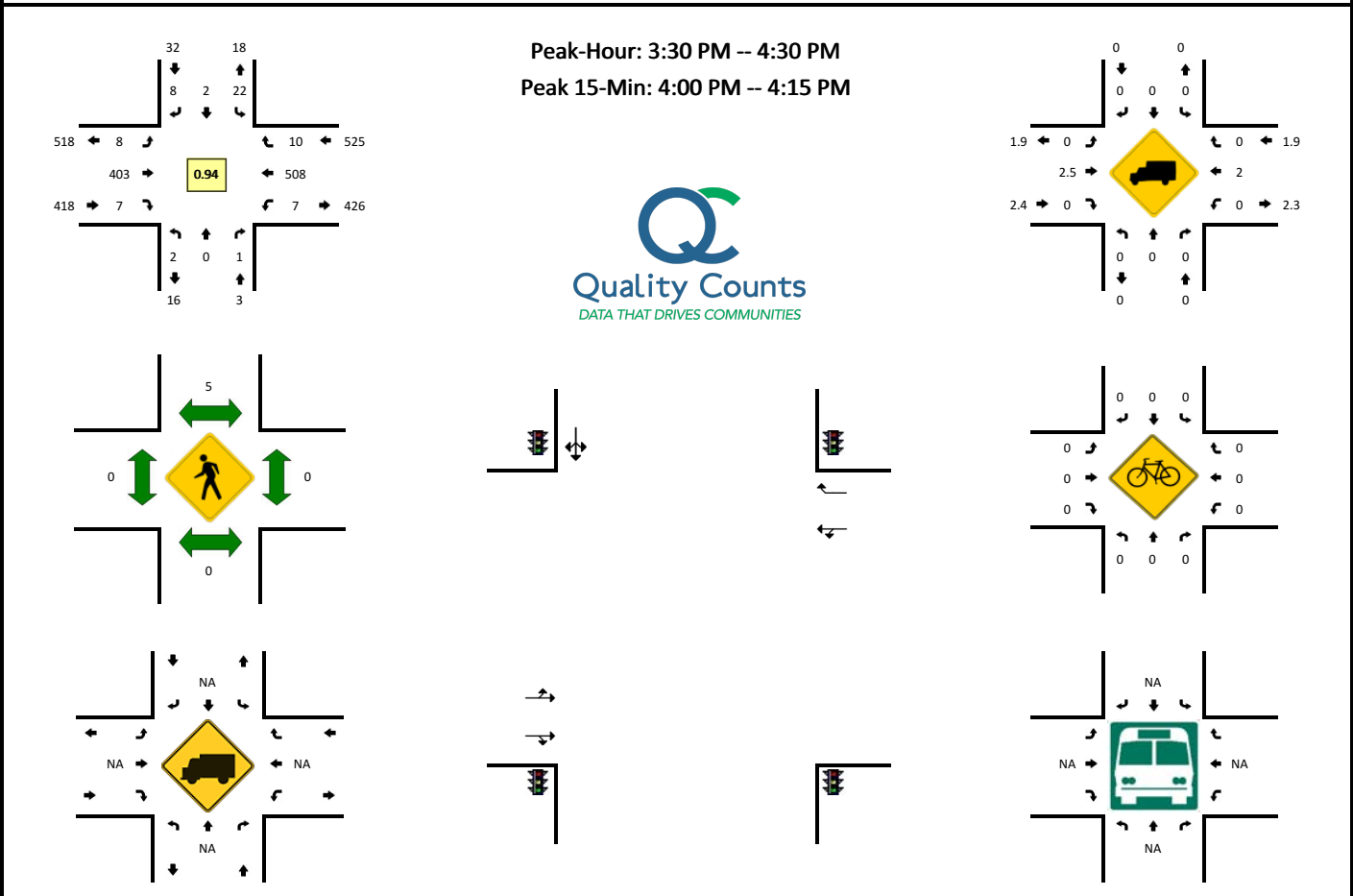


15-Min Count Period Beginning At	2. Guinn St (Northbound)				2. Guinn St (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	5	0	5	0	2	102	0	0	0	74	1	0	189	
11:15 AM	0	0	0	0	5	0	2	0	0	70	1	0	0	110	2	0	190	
11:30 AM	0	0	0	0	9	1	4	0	0	104	1	0	2	88	1	0	210	
11:45 AM	0	0	0	0	5	1	3	0	1	89	1	0	0	108	7	0	215	804
12:00 PM	0	0	1	0	3	0	2	0	1	103	2	0	0	75	3	0	190	805
12:15 PM	0	0	0	0	2	0	5	0	0	98	1	0	3	94	1	0	204	819
12:30 PM	0	0	0	0	1	0	2	0	1	92	2	0	0	91	4	0	193	802
12:45 PM	0	0	0	0	2	0	5	0	2	78	1	0	1	85	2	0	176	763
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	20	4	12	0	4	356	4	0	0	432	28	0	860	
Heavy Trucks	0	0	0	0	0	0	0	0	0	12	0	0	0	24	0	0	36	
Pedestrians		0				12				0				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 2. Guinn St -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831972
DATE: Thu, Jan 10 2019

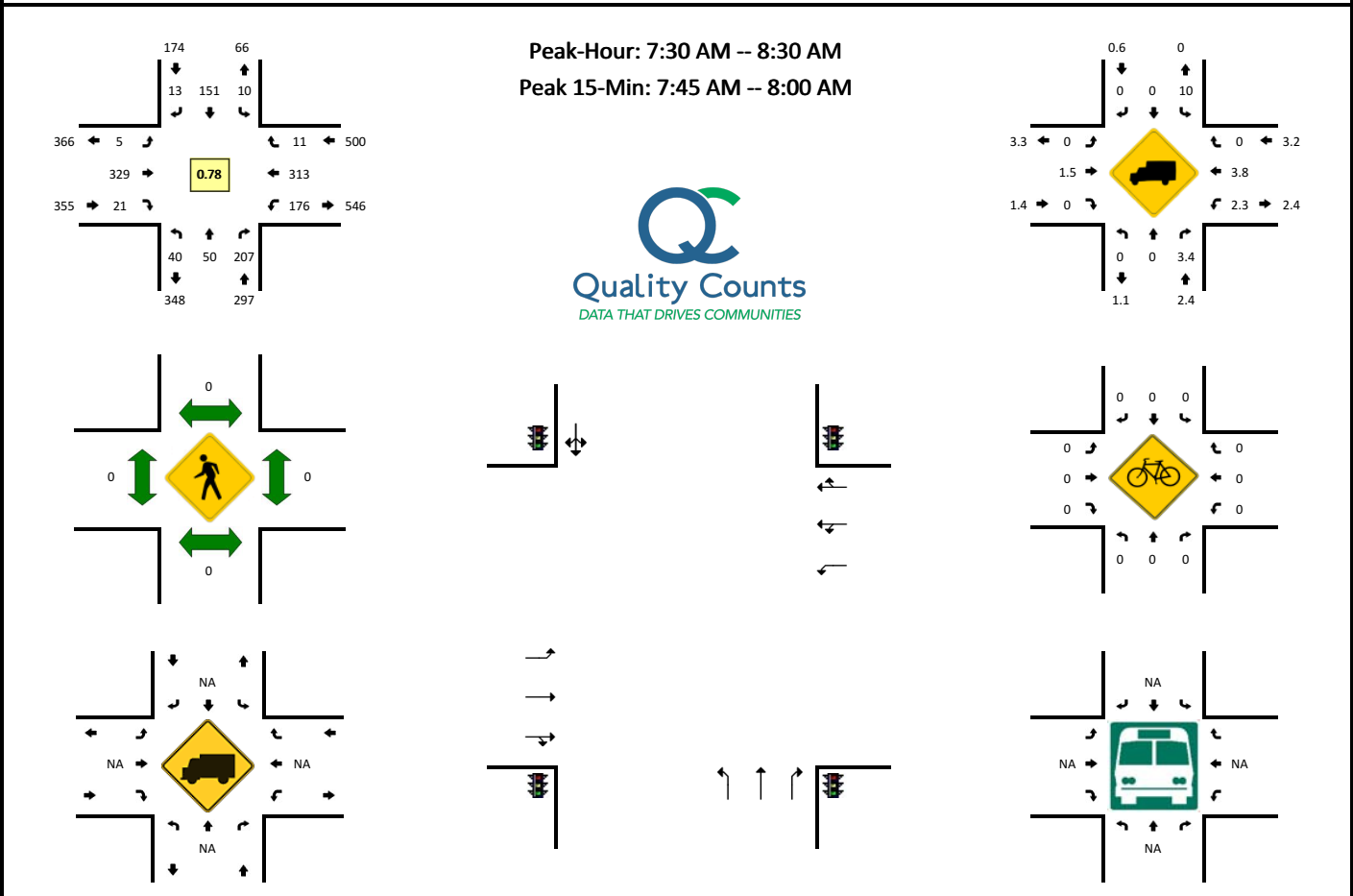


15-Min Count Period Beginning At	2. Guinn St (Northbound)				2. Guinn St (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	0	0	5	1	1	0	0	98	1	0	5	124	2	0	237	
3:15 PM	0	0	0	0	3	0	4	0	1	107	1	0	2	104	4	0	226	
3:30 PM	1	0	1	0	3	1	1	0	1	109	2	0	1	133	1	0	254	
3:45 PM	1	0	0	0	7	0	2	0	3	97	2	0	3	107	4	0	226	943
4:00 PM	0	0	0	0	6	1	3	0	2	96	2	0	2	144	3	0	259	965
4:15 PM	0	0	0	0	6	0	2	0	2	101	1	0	1	124	2	0	239	978
4:30 PM	0	0	0	0	4	1	2	0	5	111	1	0	2	118	0	0	244	968
4:45 PM	0	0	0	0	5	3	4	0	2	103	1	0	2	106	2	0	228	970
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	24	4	12	0	8	384	8	0	8	576	12	0	1036	
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	0	0	0	8	0	0	24	
Pedestrians		0				4				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 3. SR-128/Pickwick Rd -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831964
DATE: Thu, Jan 10 2019

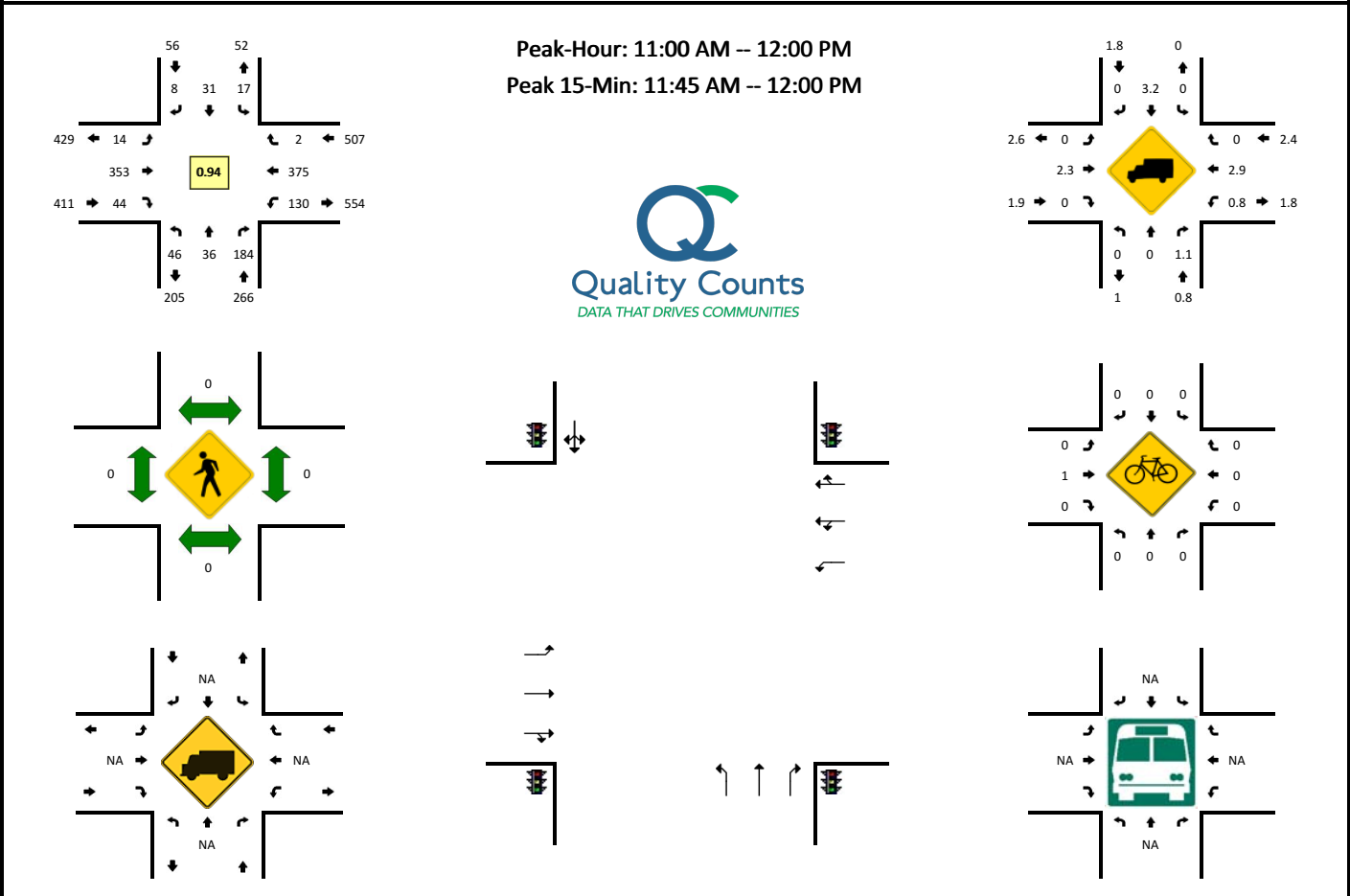


15-Min Count Period Beginning At	3. SR-128/Pickwick Rd (Northbound)				3. SR-128/Pickwick Rd (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	8	12	57	0	1	89	3	0	0	75	7	0	67	77	2	0	398	
7:45 AM	11	21	73	0	4	43	6	0	3	95	7	0	62	96	6	0	427	
8:00 AM	14	12	54	0	4	12	1	0	0	99	1	0	25	76	2	0	300	
8:15 AM	7	5	23	0	1	7	3	0	2	60	6	0	22	64	1	0	201	1326
8:30 AM	3	6	21	0	1	10	2	0	2	64	3	0	20	68	2	0	202	1130
8:45 AM	7	4	25	0	1	6	3	0	0	53	4	0	24	56	1	0	184	887
9:00 AM	7	7	25	0	2	7	1	0	1	77	4	0	18	53	2	0	204	791
9:15 AM	7	9	26	0	2	7	3	0	2	65	4	0	31	63	2	0	221	811
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	84	292	0	16	172	24	0	12	380	28	0	248	384	24	0	1708	
Heavy Trucks	0	0	0		0	0	0		0	4	0		8	4	0		16	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 3. SR-128/Pickwick Rd -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831965
DATE: Thu, Jan 10 2019

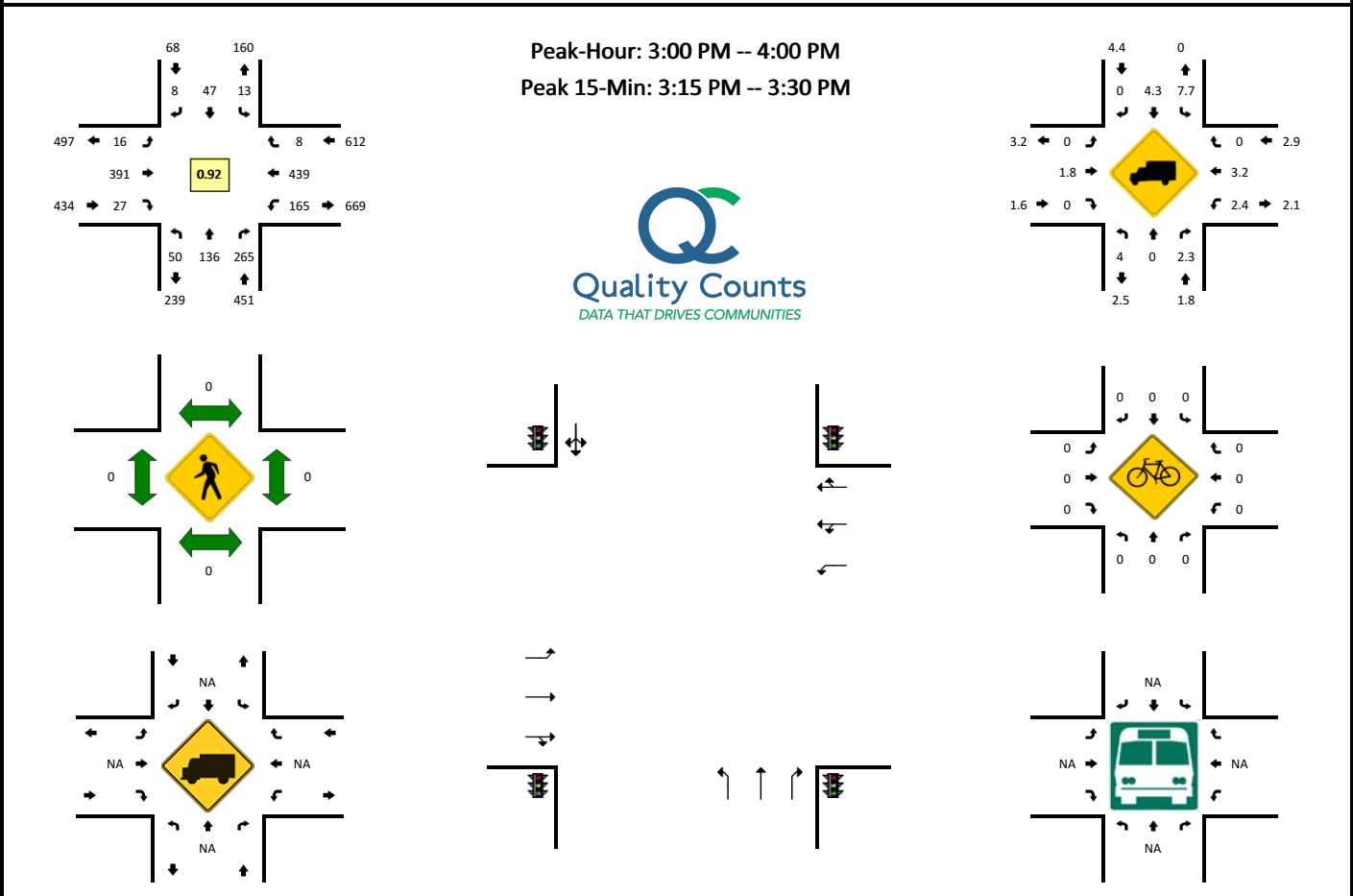


15-Min Count Period Beginning At	3. SR-128/Pickwick Rd (Northbound)				3. SR-128/Pickwick Rd (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	8	5	54	0	3	8	1	0	6	109	10	0	36	84	1	0	325	
11:15 AM	13	10	35	0	4	6	3	0	7	69	6	0	34	102	1	0	290	
11:30 AM	12	6	41	0	5	6	3	0	1	85	11	0	30	95	0	0	295	
11:45 AM	13	15	54	0	5	11	1	0	0	90	17	0	30	94	0	0	330	1240
12:00 PM	12	12	56	0	1	5	1	0	3	88	13	0	43	77	3	0	314	1229
12:15 PM	9	5	41	0	3	8	2	0	3	97	8	0	27	90	3	0	296	1235
12:30 PM	8	7	45	0	3	8	2	0	3	72	7	0	34	91	2	0	282	1222
12:45 PM	10	14	34	0	3	10	2	0	3	72	8	0	43	88	2	0	289	1181
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	60	216	0	20	44	4	0	0	360	68	0	120	376	0	0	1320	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	16	0	0	24	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 3. SR-128/Pickwick Rd -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831966
DATE: Thu, Jan 10 2019

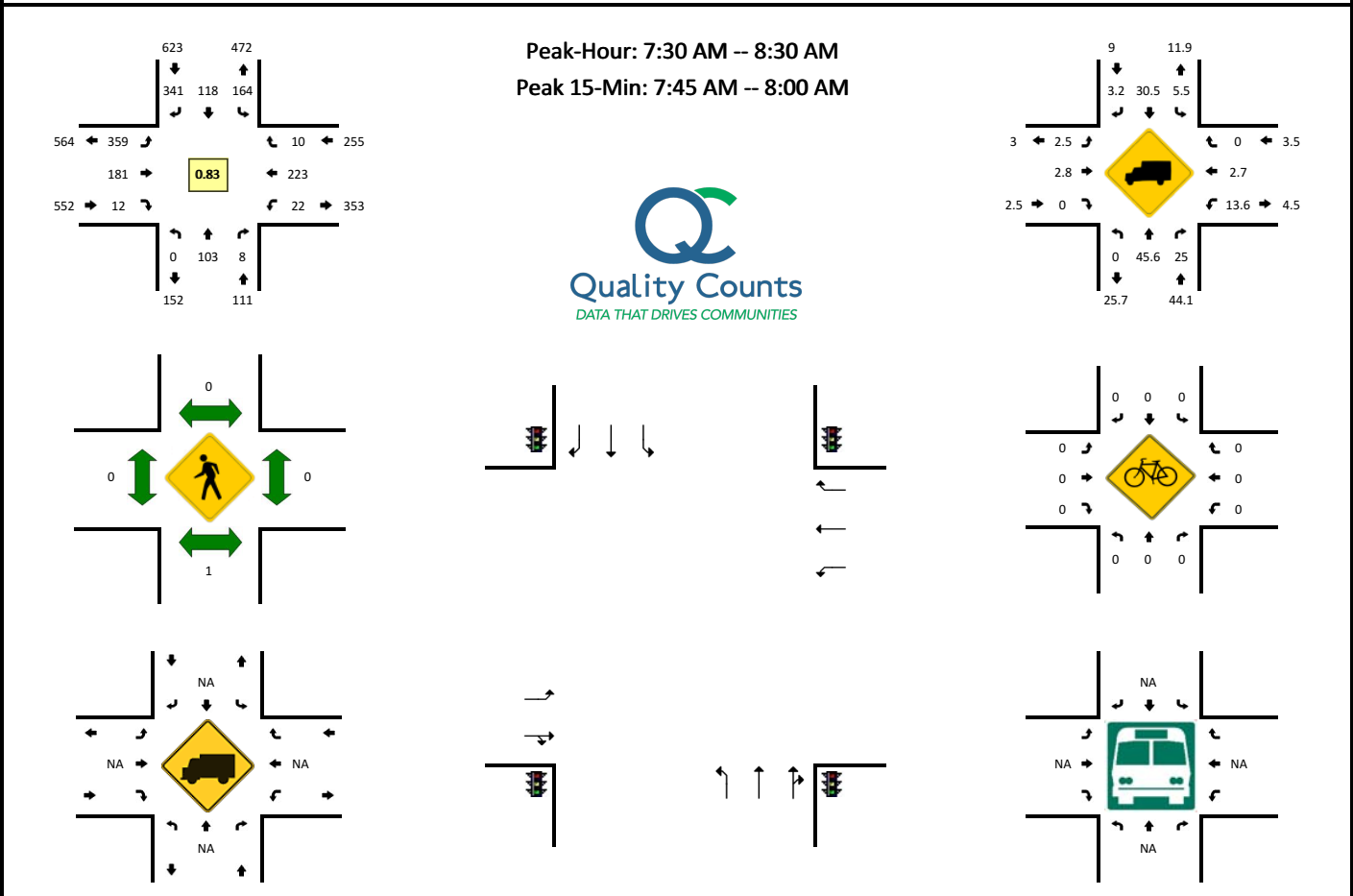


15-Min Count Period Beginning At	3. SR-128/Pickwick Rd (Northbound)				3. SR-128/Pickwick Rd (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	12	50	81	0	2	10	0	0	3	84	6	0	45	113	0	0	406	
3:15 PM	15	51	83	0	5	11	3	0	6	95	8	0	37	110	2	0	426	
3:30 PM	14	21	50	0	3	12	3	0	5	109	5	0	40	121	4	0	387	
3:45 PM	9	14	51	0	3	14	2	0	2	103	8	0	43	95	2	0	346	1565
4:00 PM	15	18	46	0	3	9	3	0	3	80	13	0	35	124	1	0	350	1509
4:15 PM	7	16	45	0	5	10	1	0	3	85	13	0	40	116	0	0	341	1424
4:30 PM	6	10	49	0	4	10	2	0	6	101	5	0	31	112	1	0	337	1374
4:45 PM	1	17	52	0	4	12	5	0	1	98	10	0	23	91	3	0	317	1345
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	204	332	0	20	44	12	0	24	380	32	0	148	440	8	0	1704	
Heavy Trucks	0	0	4	0	4	0	0	0	0	4	0	0	4	12	0	0	28	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 4. Hanna Blvd/Wayne Rd -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831961
DATE: Thu, Jan 10 2019

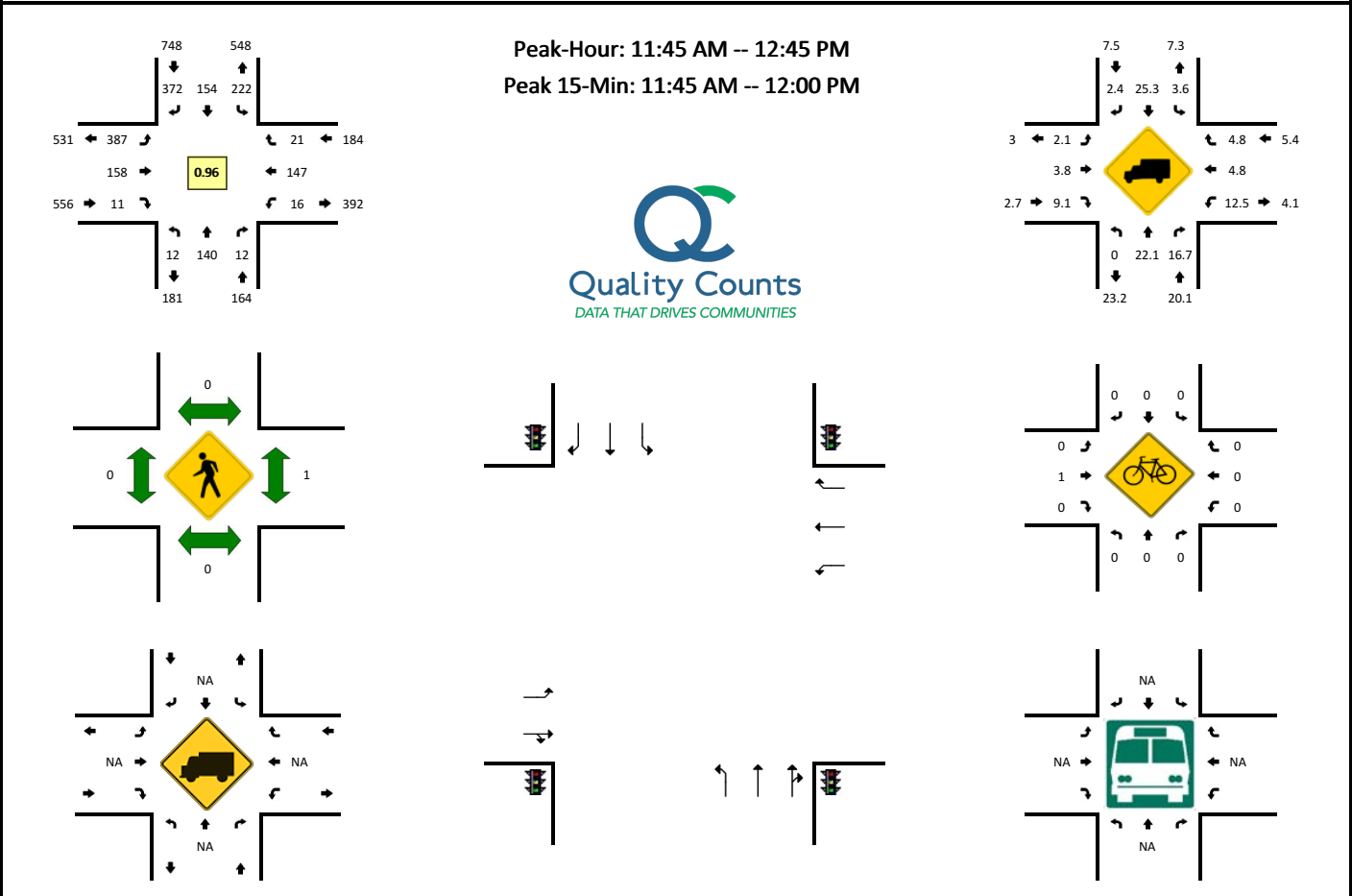


15-Min Count Period Beginning At	4. Hanna Blvd/Wayne Rd (Northbound)				4. Hanna Blvd/Wayne Rd (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	30	3	0	47	45	118	0	74	54	4	0	11	59	1	0	446	
7:45 AM	0	34	2	0	48	43	85	0	98	49	5	0	6	87	5	0	462	
8:00 AM	0	23	3	0	42	13	74	0	119	46	2	0	4	55	1	0	382	
8:15 AM	0	16	0	0	27	17	64	0	68	32	1	0	1	22	3	0	251	1541
8:30 AM	1	17	4	0	27	26	62	0	56	18	0	0	1	35	1	0	248	1343
8:45 AM	0	20	0	0	34	17	59	0	59	34	0	0	2	34	3	0	262	1143
9:00 AM	0	23	0	0	27	22	63	0	79	28	1	0	4	25	5	0	277	1038
9:15 AM	0	20	1	0	27	28	70	0	72	24	1	0	2	23	3	0	271	1058
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	136	8	0	192	172	340	0	392	196	20	0	24	348	20	0	1848	
Heavy Trucks	0	56	4	0	4	48	8	0	0	4	0	0	0	4	0	0	128	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 4. Hanna Blvd/Wayne Rd -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831962
DATE: Thu, Jan 10 2019

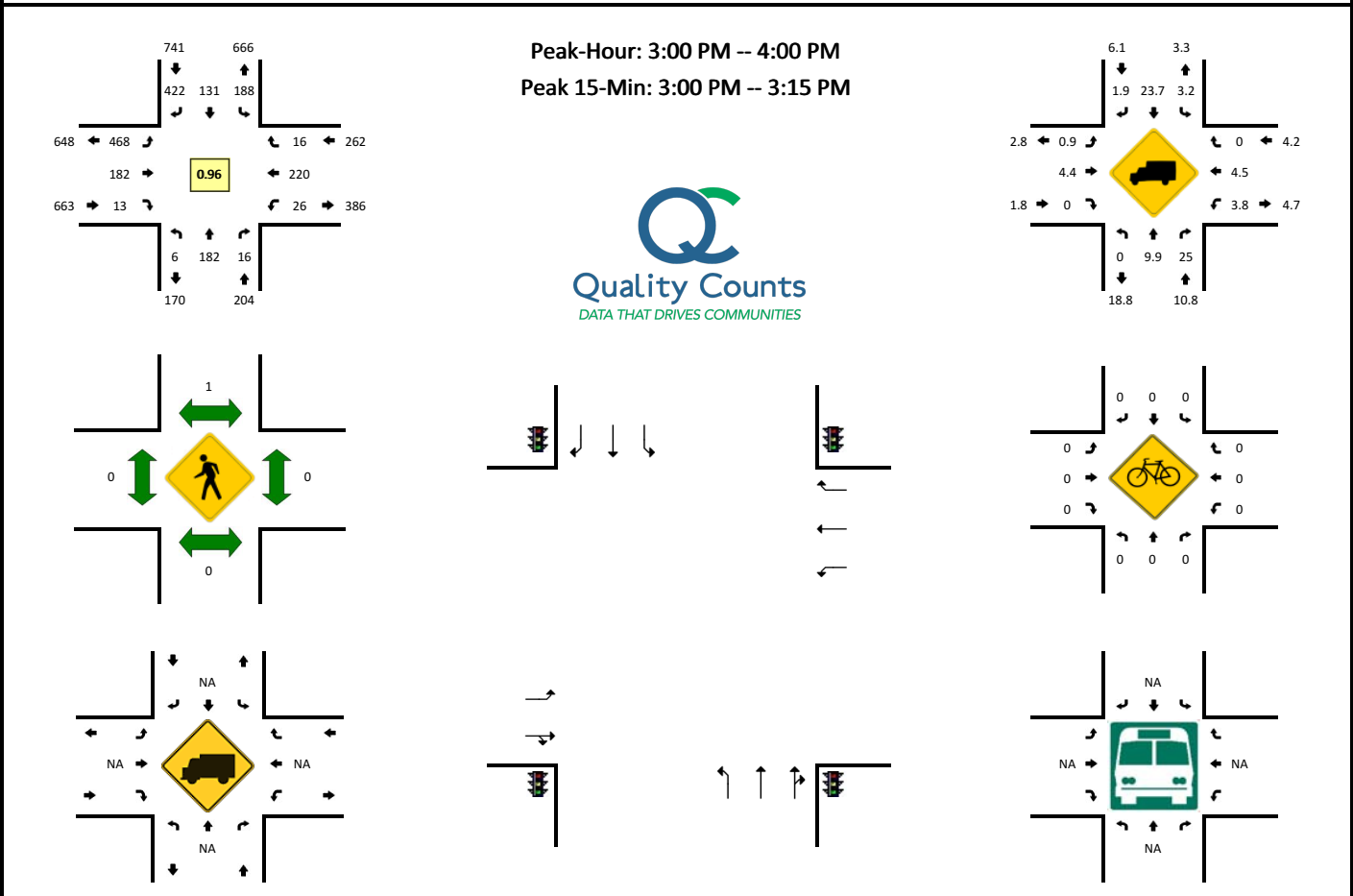


15-Min Count Period Beginning At	4. Hanna Blvd/Wayne Rd (Northbound)				4. Hanna Blvd/Wayne Rd (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	1	35	2	0	38	33	91	0	93	33	4	0	1	27	5	0	363	
11:15 AM	1	38	5	0	41	32	105	0	75	28	4	0	6	35	4	0	374	
11:30 AM	2	37	2	0	54	34	102	0	95	27	3	0	2	37	4	0	399	
11:45 AM	6	36	1	0	51	37	94	0	101	46	5	0	6	39	6	0	428	1564
12:00 PM	3	27	5	0	61	30	92	0	109	30	1	0	4	40	5	0	407	1608
12:15 PM	2	34	4	0	47	40	86	0	103	46	3	0	3	31	3	0	402	1636
12:30 PM	1	43	2	0	63	47	100	0	74	36	2	0	3	37	7	0	415	1652
12:45 PM	2	32	0	0	58	31	94	0	78	27	2	0	3	31	6	0	364	1588
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	144	4	0	204	148	376	0	404	184	20	0	24	156	24	0	1712	
Heavy Trucks	0	28	4	0	4	48	8	0	4	8	0	0	4	16	4	0	128	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 4. Hanna Blvd/Wayne Rd -- US 64/SR-15/Main St
CITY/STATE: Savannah, TN

QC JOB #: 14831963
DATE: Thu, Jan 10 2019

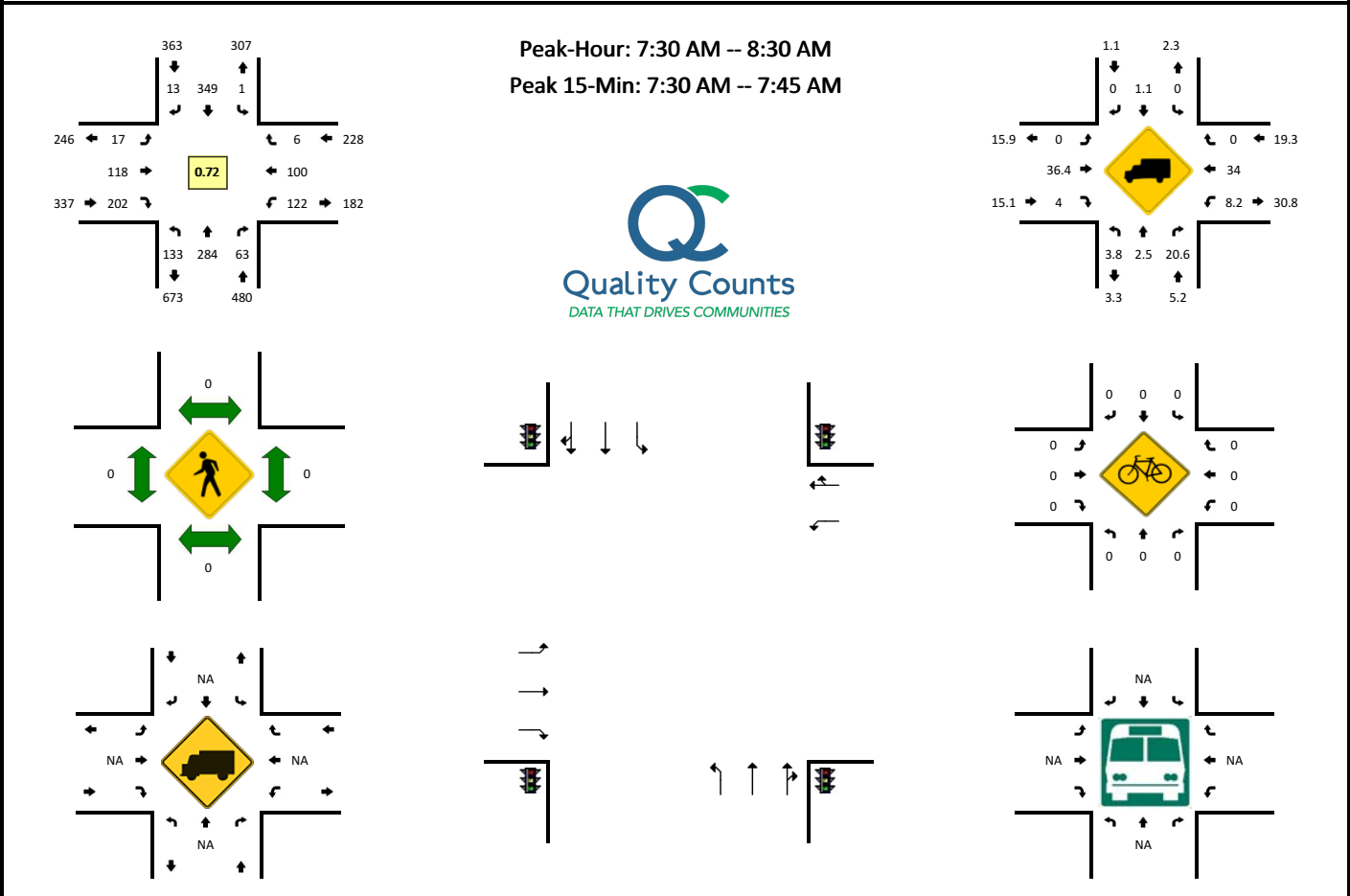


15-Min Count Period Beginning At	4. Hanna Blvd/Wayne Rd (Northbound)				4. Hanna Blvd/Wayne Rd (Southbound)				US 64/SR-15/Main St (Eastbound)				US 64/SR-15/Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	3	42	5	0	52	38	116	0	108	45	3	0	10	62	2	0	486	
3:15 PM	1	53	5	0	41	23	90	0	132	49	4	0	7	56	7	0	468	
3:30 PM	0	44	1	0	42	39	121	0	123	37	4	0	4	52	2	0	469	
3:45 PM	2	43	5	0	53	31	95	0	105	51	2	0	5	50	5	0	447	1870
4:00 PM	0	35	1	0	45	33	107	0	74	38	1	0	4	62	2	0	402	1786
4:15 PM	0	31	3	0	39	25	116	0	97	42	4	0	4	49	9	0	419	1737
4:30 PM	3	25	1	0	46	37	88	0	103	44	2	0	5	52	4	0	410	1678
4:45 PM	0	27	3	0	47	30	88	0	97	42	3	0	1	41	8	0	387	1618
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	168	20	0	208	152	464	0	432	180	12	0	40	248	8	0	1944	
Heavy Trucks	0	20	4	0	4	48	20	0	4	8	0	0	0	16	0	0	124	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 5. Pickwick Rd -- Water St
CITY/STATE: Savannah, TN

QC JOB #: 14831958
DATE: Thu, Jan 10 2019

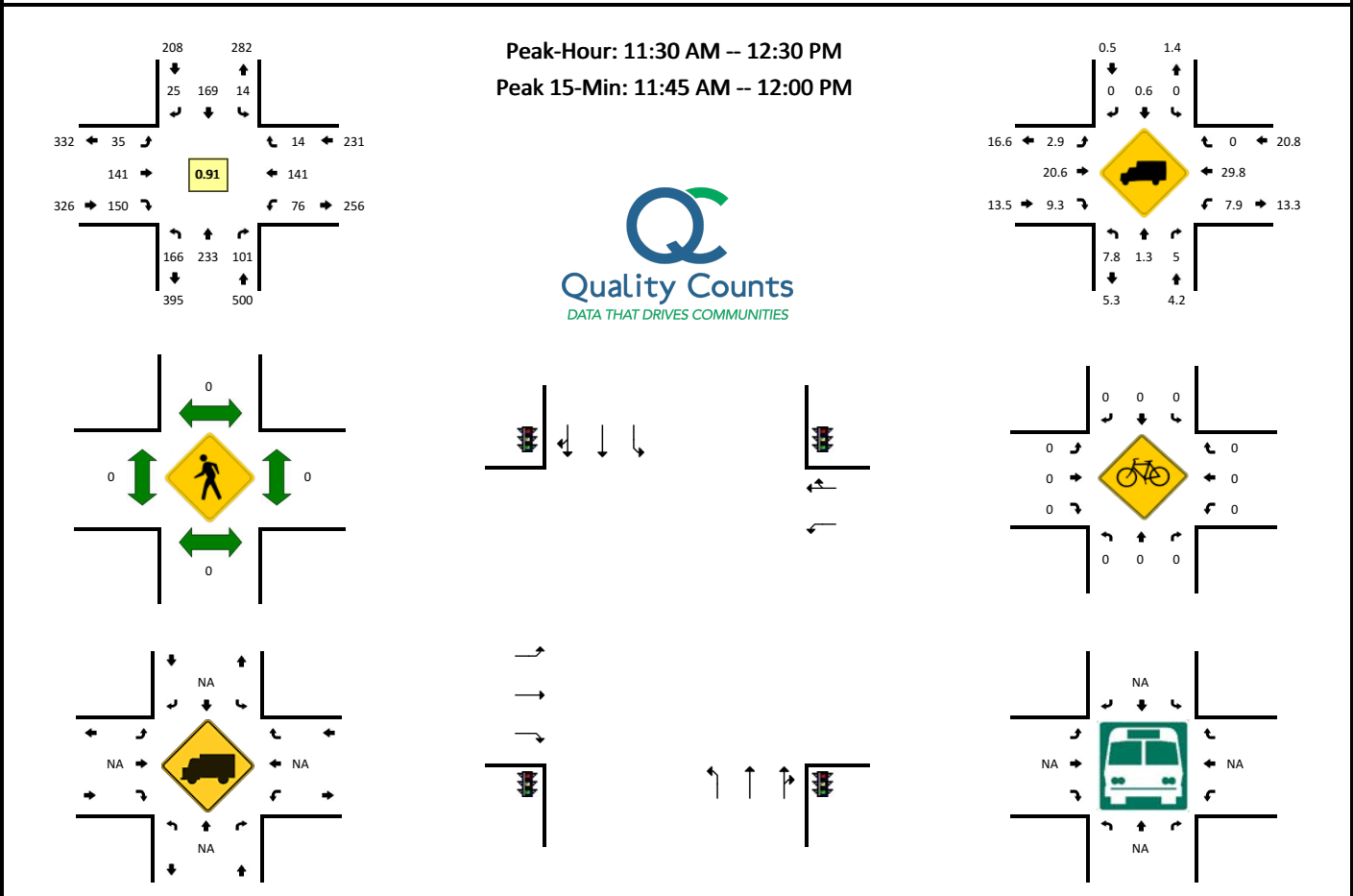


15-Min Count Period Beginning At	5. Pickwick Rd (Northbound)				5. Pickwick Rd (Southbound)				Water St (Eastbound)				Water St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	38	80	15	0	0	165	1	0	2	24	78	0	57	23	4	0	487	
7:45 AM	46	104	27	0	1	108	2	0	10	35	65	0	45	25	0	0	468	
8:00 AM	31	73	12	0	0	44	5	0	2	29	30	0	12	24	1	0	263	
8:15 AM	18	27	9	0	0	32	5	0	3	30	29	0	8	28	1	0	190	1408
8:30 AM	18	27	10	0	0	29	3	0	4	21	20	0	17	21	1	0	171	1092
8:45 AM	17	34	8	0	1	27	3	0	6	32	28	0	14	22	2	0	194	818
9:00 AM	19	43	11	0	0	31	5	0	9	33	30	0	10	16	0	0	207	762
9:15 AM	23	39	12	0	1	38	2	0	6	23	33	0	10	29	1	0	217	789
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	152	320	60	0	0	660	4	0	8	96	312	0	228	92	16	0	1948	
Heavy Trucks	12	12	12	0	0	4	0	0	0	56	4	0	20	24	0	0	144	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 5. Pickwick Rd -- Water St
CITY/STATE: Savannah, TN

QC JOB #: 14831959
DATE: Thu, Jan 10 2019

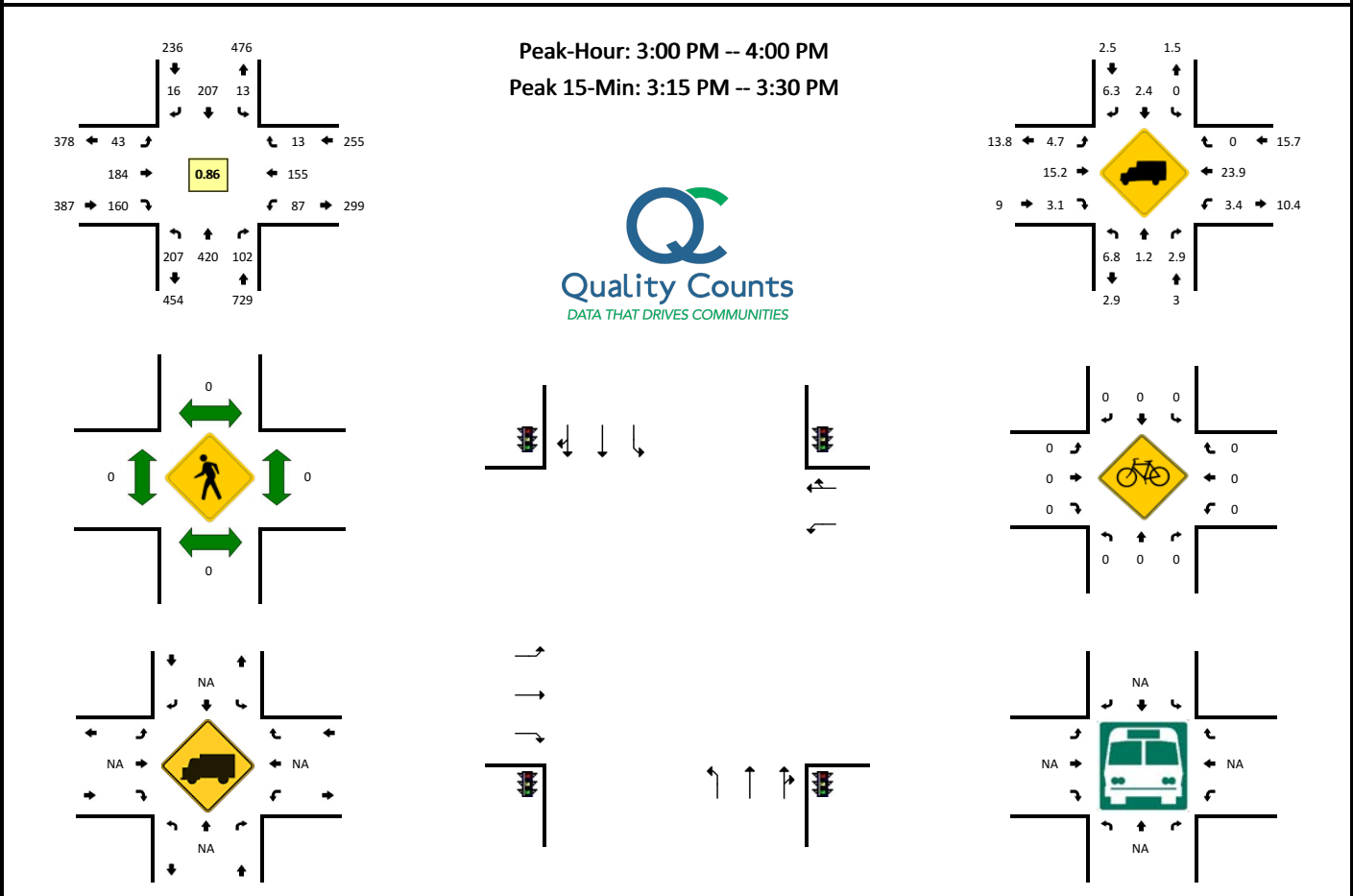


15-Min Count Period Beginning At	5. Pickwick Rd (Northbound)				5. Pickwick Rd (Southbound)				Water St (Eastbound)				Water St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	28	50	17	0	1	40	7	0	9	36	37	0	6	21	2	0	254	
11:15 AM	30	44	24	0	1	41	3	0	4	52	28	0	14	30	5	0	276	
11:30 AM	39	60	24	0	2	34	9	0	7	36	28	0	17	33	2	0	291	
11:45 AM	49	66	28	0	3	51	7	0	11	33	48	0	15	32	4	0	347	1168
12:00 PM	37	59	29	0	4	52	3	0	10	38	31	0	23	44	4	0	334	1248
12:15 PM	41	48	20	0	5	32	6	0	7	34	43	0	21	32	4	0	293	1265
12:30 PM	29	55	31	0	1	37	7	0	8	38	35	0	20	30	0	0	291	1265
12:45 PM	48	50	19	0	4	53	4	0	9	29	43	0	19	28	7	0	313	1231
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	196	264	112	0	12	204	28	0	44	132	192	0	60	128	16	0	1388	
Heavy Trucks	16	0	4	0	0	4	0	0	0	36	20	0	8	40	0	0	128	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: 5. Pickwick Rd -- Water St
CITY/STATE: Savannah, TN

QC JOB #: 14831960
DATE: Thu, Jan 10 2019

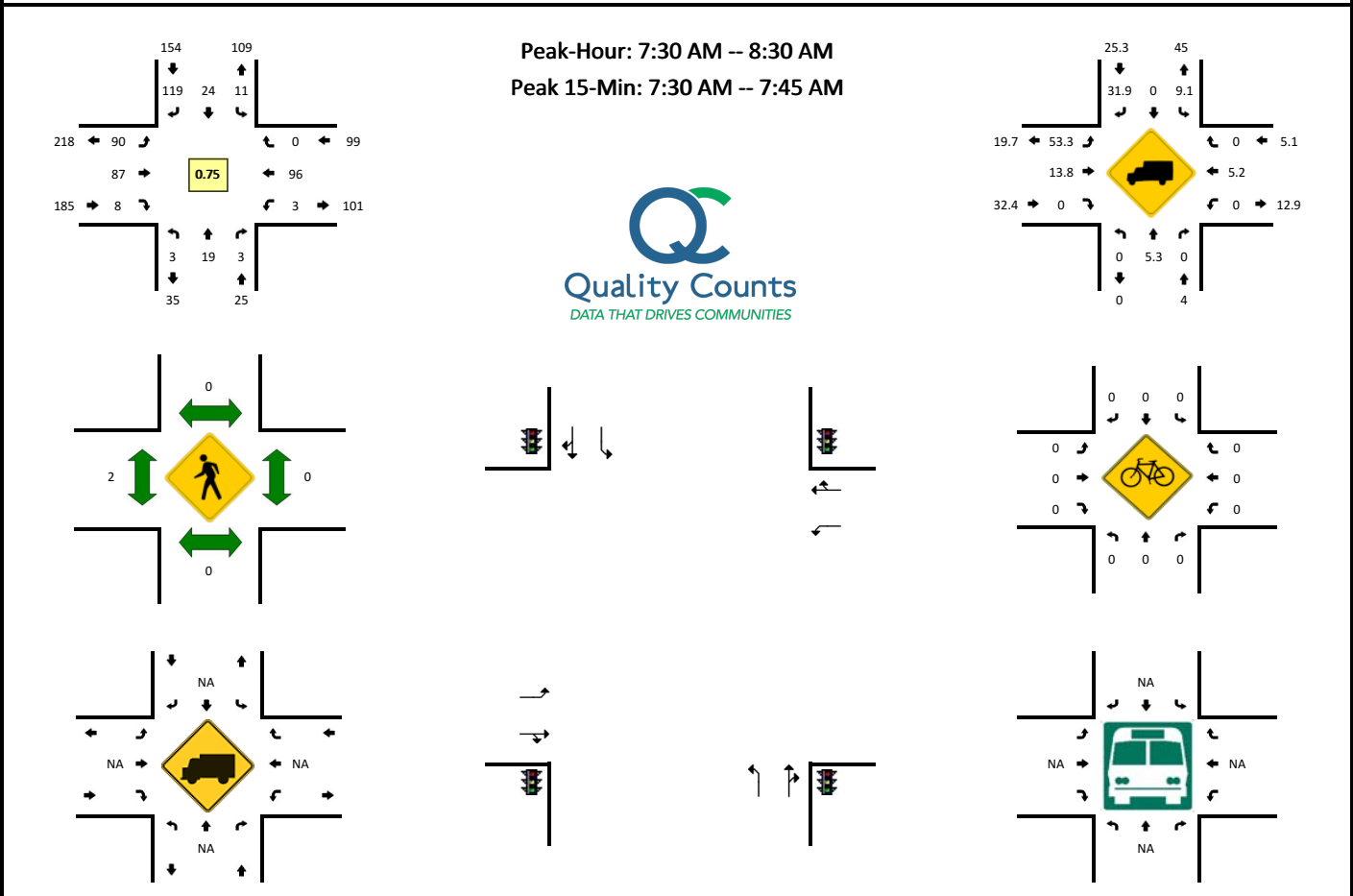


15-Min Count Period Beginning At	5. Pickwick Rd (Northbound)				5. Pickwick Rd (Southbound)				Water St (Eastbound)				Water St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	55	127	22	0	2	58	5	0	17	52	40	0	25	41	2	0	446	
3:15 PM	60	145	40	0	1	49	5	0	12	53	34	0	19	40	9	0	467	
3:30 PM	40	73	21	0	4	46	4	0	9	40	40	0	28	37	1	0	343	
3:45 PM	52	75	19	0	6	54	2	0	5	39	46	0	15	37	1	0	351	1607
4:00 PM	56	67	25	0	2	46	7	0	5	25	30	0	20	42	5	0	330	1491
4:15 PM	52	67	21	0	2	54	4	0	2	37	37	0	7	41	3	0	327	1351
4:30 PM	51	60	21	0	1	37	1	0	5	37	45	0	12	25	4	0	299	1307
4:45 PM	34	61	18	0	1	46	3	0	7	21	28	0	27	21	2	0	269	1225
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	240	580	160	0	4	196	20	0	48	212	136	0	76	160	36	0	1868	
Heavy Trucks	16	4	4		0	4	0		0	36	0		8	44	0		116	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 6. Hanna Blvd -- Water St
CITY/STATE: Hardin, TN

QC JOB #: 14831943
DATE: Thu, Jan 10 2019

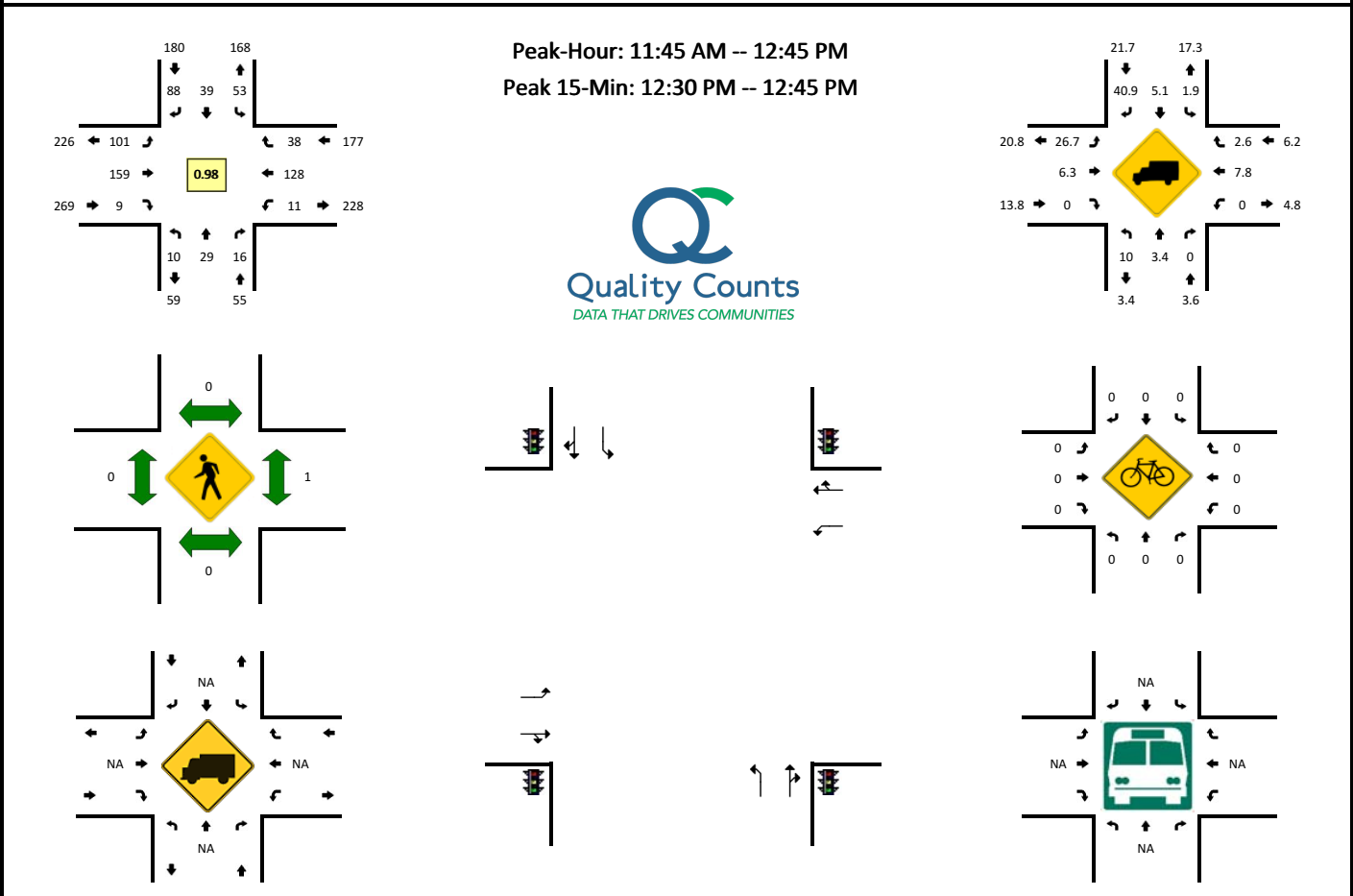


15-Min Count Period Beginning At	6. Hanna Blvd (Northbound)				6. Hanna Blvd (Southbound)				Water St (Eastbound)				Water St (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:30 AM	1	4	0	0	2	13	47	0	29	14	2	0	1	41	0	0	154		
7:45 AM	1	6	2	0	6	9	39	0	29	29	2	0	2	19	0	0	144		
8:00 AM	0	5	1	0	2	0	17	0	20	22	2	0	0	18	0	0	87		
8:15 AM	1	4	0	0	1	2	16	0	12	22	2	0	0	18	0	0	78	463	
8:30 AM	0	2	1	0	7	5	15	0	17	17	1	0	0	19	2	0	86	395	
8:45 AM	1	3	0	0	2	1	15	0	18	25	0	0	1	24	1	0	91	342	
9:00 AM	0	2	1	0	2	9	17	0	19	23	1	0	0	9	1	0	84	339	
9:15 AM	0	5	3	0	2	6	21	0	16	19	3	0	0	16	0	0	91	352	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	4	16	0	0	8	52	188	0	116	56	8	0	4	164	0	0	616		
Heavy Trucks	0	0	0	0	4	0	32	0	72	12	0	0	0	8	0	0	128		
Pedestrians		0				0				0				0			0		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

Comments:

LOCATION: 6. Hanna Blvd -- Water St
CITY/STATE: Hardin, TN

QC JOB #: 14831944
DATE: Thu, Jan 10 2019

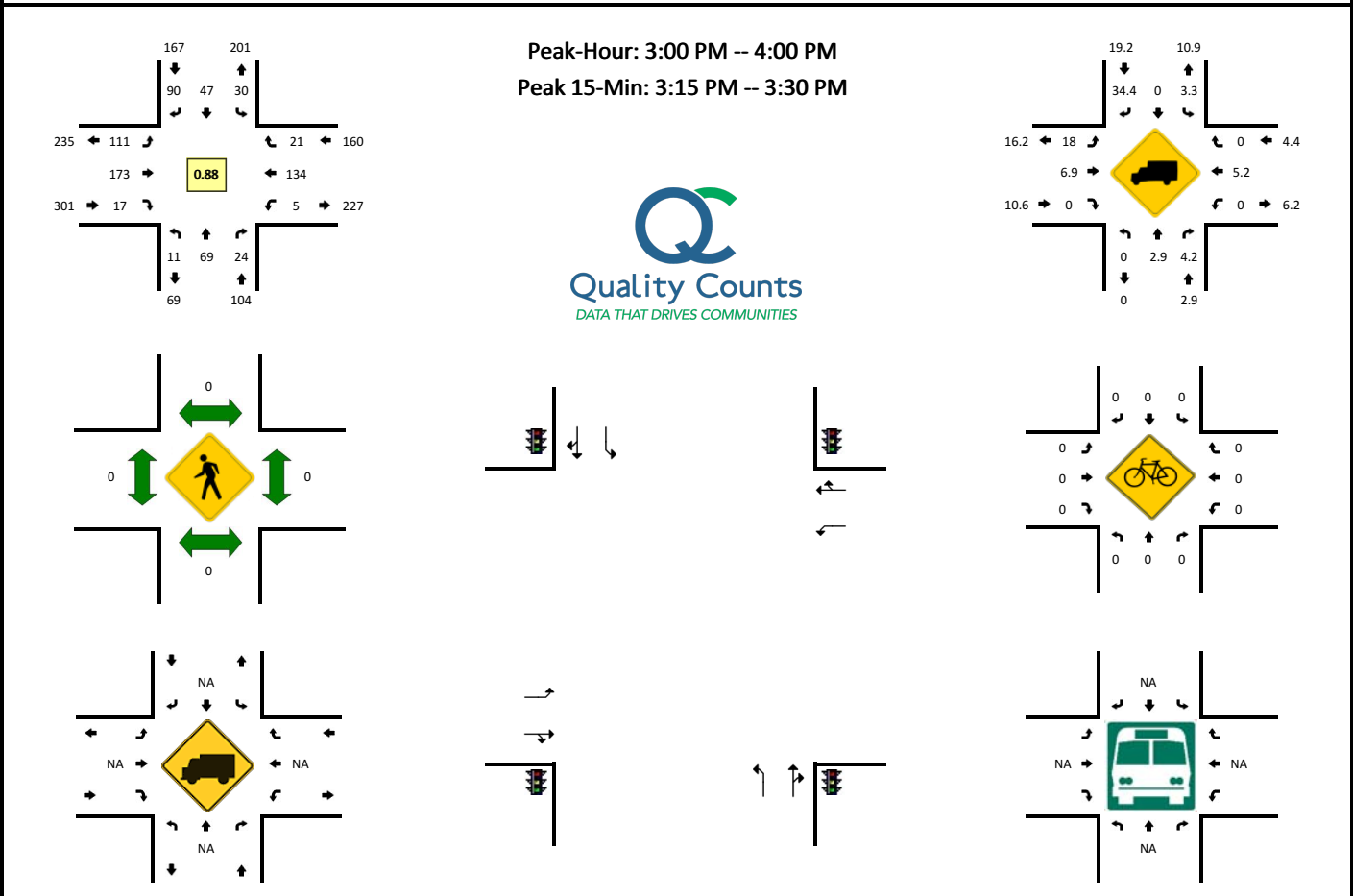


15-Min Count Period Beginning At	6. Hanna Blvd (Northbound)				6. Hanna Blvd (Southbound)				Water St (Eastbound)				Water St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	3	12	6	0	17	7	16	0	22	31	4	0	2	11	6	0	137	
11:15 AM	0	11	3	0	13	10	16	0	31	41	5	0	1	33	7	0	171	
11:30 AM	2	5	4	0	18	5	19	0	24	38	3	0	1	33	9	0	161	
11:45 AM	0	11	2	0	16	8	20	0	25	39	2	0	3	34	10	0	170	639
12:00 PM	4	4	4	0	9	6	23	0	23	45	2	0	3	37	11	0	171	673
12:15 PM	3	4	4	0	14	14	19	0	27	35	3	0	3	33	8	0	167	669
12:30 PM	3	10	6	0	14	11	26	0	26	40	2	0	2	24	9	0	173	681
12:45 PM	0	8	5	0	9	10	16	0	23	30	4	0	4	35	5	0	149	660
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	40	24	0	56	44	104	0	104	160	8	0	8	96	36	0	692	
Heavy Trucks	0	4	0	0	0	0	28	0	32	16	0	0	0	8	4	0	92	
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 6. Hanna Blvd -- Water St
CITY/STATE: Hardin, TN

QC JOB #: 14831945
DATE: Thu, Jan 10 2019

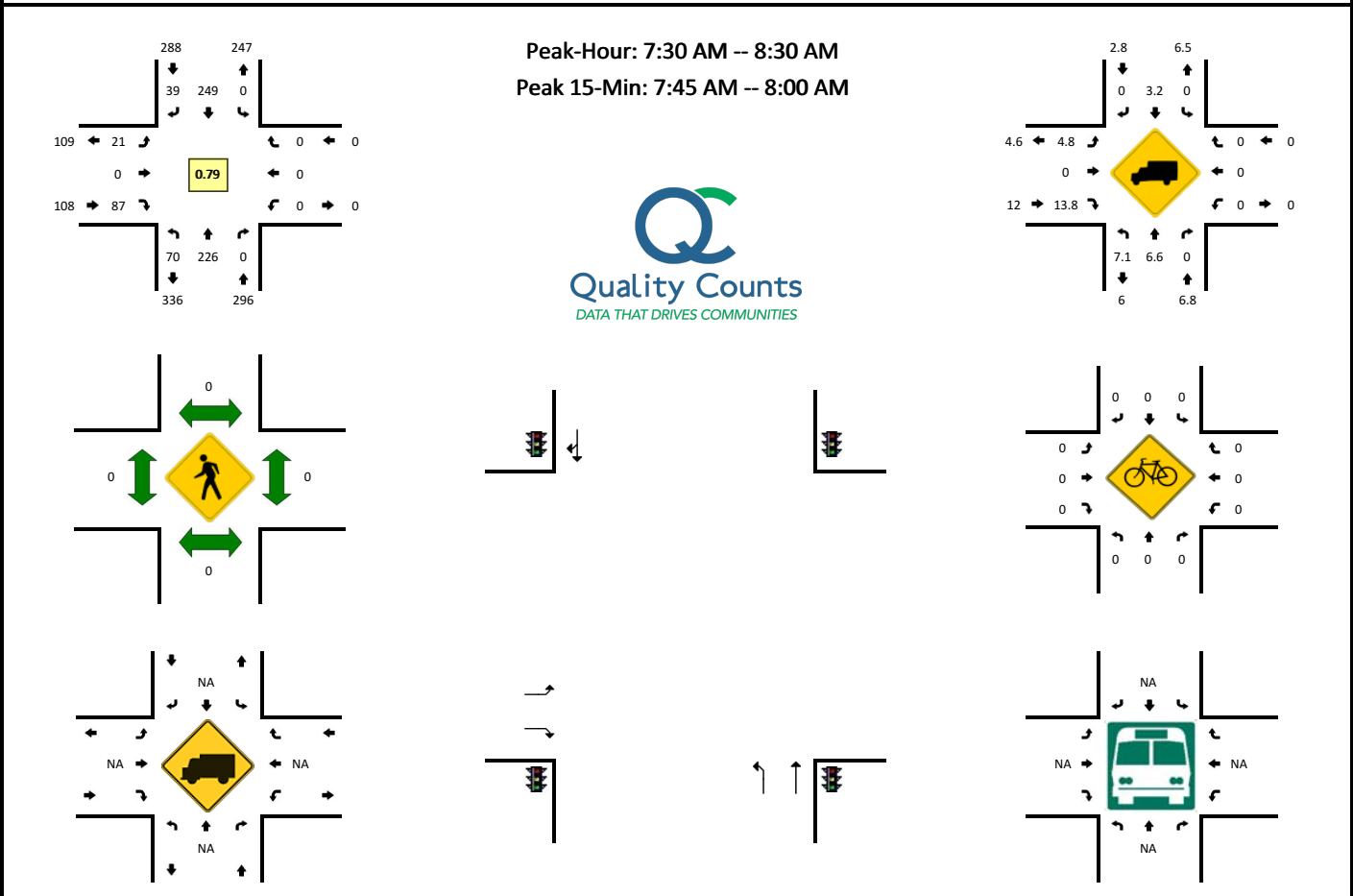


15-Min Count Period Beginning At	6. Hanna Blvd (Northbound)				6. Hanna Blvd (Southbound)				Water St (Eastbound)				Water St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	3	22	7	0	4	13	29	0	21	48	5	0	1	34	7	0	194	
3:15 PM	6	17	10	0	8	6	24	0	42	51	5	0	3	36	1	0	209	
3:30 PM	2	16	5	0	10	14	22	0	25	33	1	0	0	28	6	0	162	
3:45 PM	0	14	2	0	8	14	15	0	23	41	6	0	1	36	7	0	167	732
4:00 PM	2	7	9	0	5	13	19	0	21	33	1	0	1	43	8	0	162	700
4:15 PM	3	7	3	0	9	10	15	0	24	32	4	0	1	32	5	0	145	636
4:30 PM	1	8	6	0	5	19	20	0	19	46	1	0	2	22	6	0	155	629
4:45 PM	0	9	2	0	6	6	23	0	14	24	3	0	1	24	3	0	115	577
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	68	40	0	32	24	96	0	168	204	20	0	12	144	4	0	836	
Heavy Trucks	0	0	0	0	0	0	36	0	24	16	0	0	0	0	0	0	76	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 7. SR 69 -- Water Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831940
DATE: Thu, Jan 10 2019

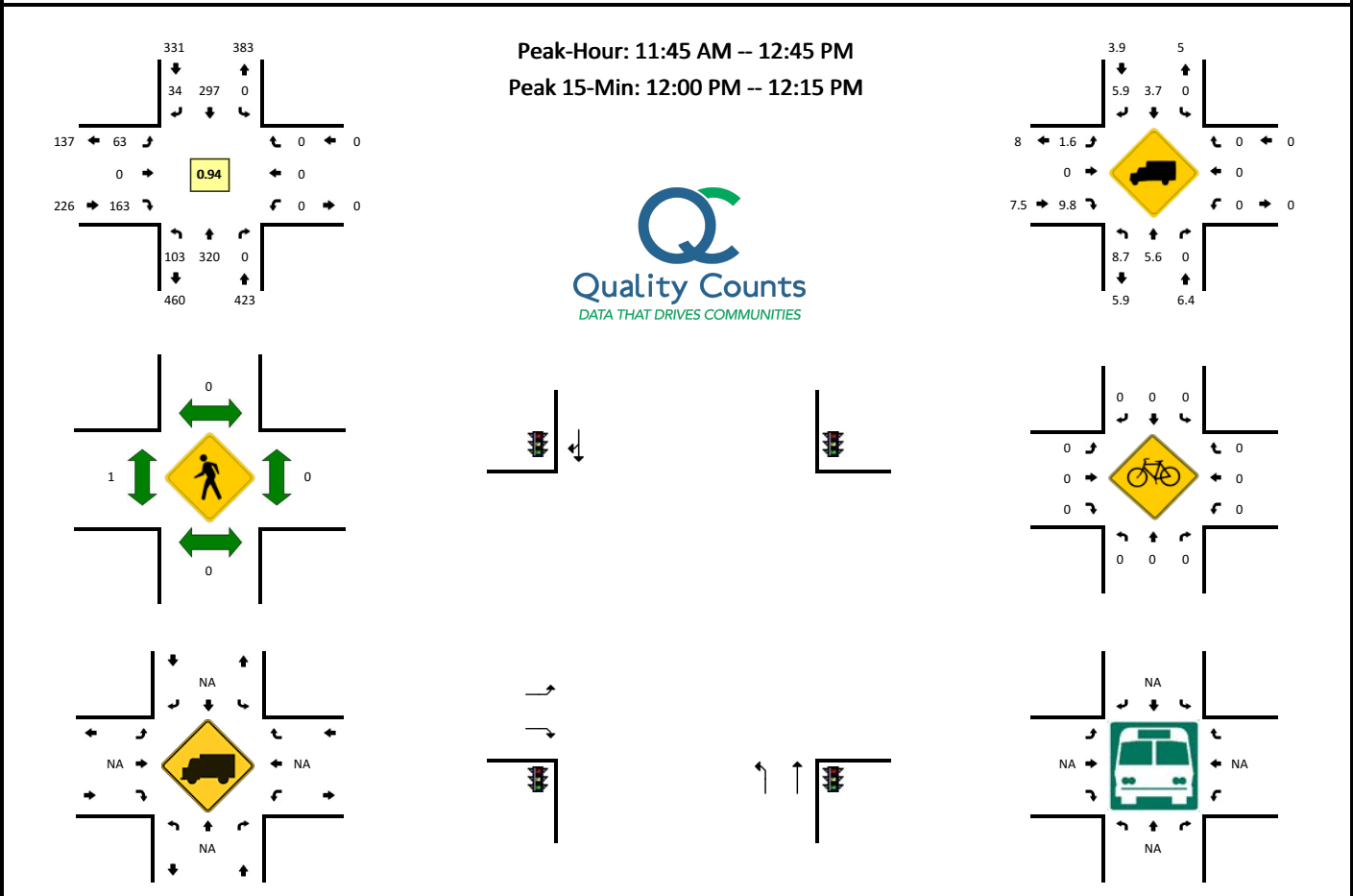


15-Min Count Period Beginning At	7. SR 69 (Northbound)				7. SR 69 (Southbound)				Water Rd (Eastbound)				Water Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	21	54	0	0	0	69	21	0	3	0	17	0	0	0	0	0	185	
7:45 AM	15	78	0	0	0	72	13	0	11	0	29	0	0	0	0	0	218	
8:00 AM	16	56	0	0	0	66	1	0	4	0	21	0	0	0	0	0	164	
8:15 AM	18	38	0	0	0	42	4	0	3	0	20	0	0	0	0	0	125	692
8:30 AM	12	39	0	0	0	36	8	0	3	0	24	0	0	0	0	0	122	629
8:45 AM	17	50	0	0	0	57	9	0	2	0	21	0	0	0	0	0	156	567
9:00 AM	11	48	0	0	0	42	5	0	7	0	22	0	0	0	0	0	135	538
9:15 AM	12	44	0	0	0	45	6	0	4	0	16	0	0	0	0	0	127	540
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	312	0	0	0	288	52	0	44	0	116	0	0	0	0	0	872	
Heavy Trucks	0	16	0	0	0	4	0	0	0	0	16	0	0	0	0	0	36	
Pedestrians		0				0					0						0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 7. SR 69 -- Water Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831941
DATE: Thu, Jan 10 2019

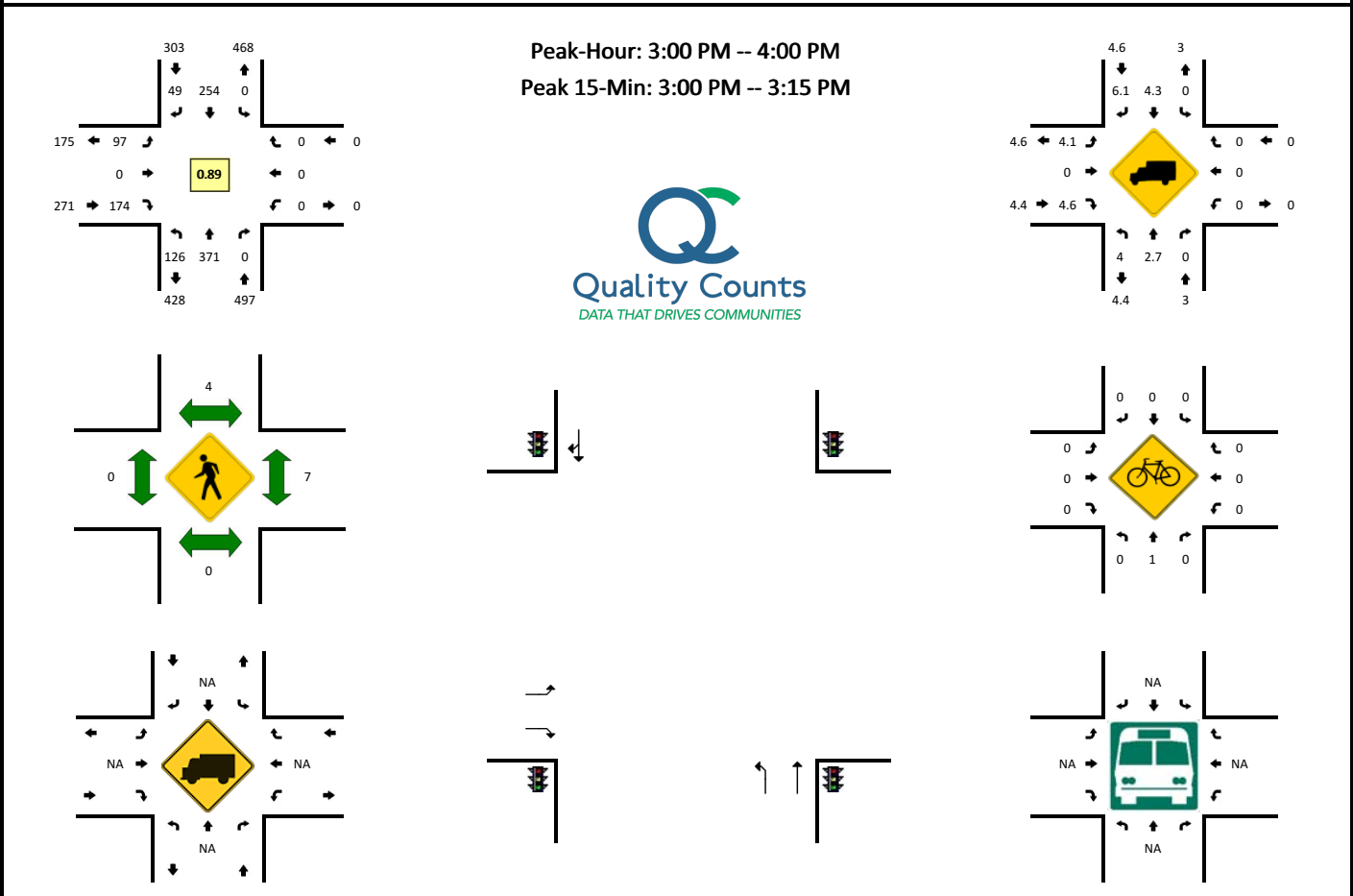


15-Min Count Period Beginning At	7. SR 69 (Northbound)				7. SR 69 (Southbound)				Water Rd (Eastbound)				Water Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	16	59	0	0	0	59	7	0	10	0	24	0	0	0	0	0	175	
11:15 AM	29	59	0	0	0	50	8	0	13	0	44	0	0	0	0	0	203	
11:30 AM	22	73	0	0	0	73	11	0	11	0	43	0	0	0	0	0	233	
11:45 AM	32	72	0	0	0	75	6	0	15	0	39	0	0	0	0	0	239	850
12:00 PM	27	95	0	0	0	74	9	0	17	0	38	0	0	0	0	0	260	935
12:15 PM	23	74	0	0	0	69	7	0	14	0	43	0	0	0	0	0	230	962
12:30 PM	21	79	0	0	0	79	12	0	17	0	43	0	0	0	0	0	251	980
12:45 PM	24	73	0	0	0	71	12	0	12	0	32	0	0	0	0	0	224	965
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	108	380	0	0	0	296	36	0	68	0	152	0	0	0	0	0	1040	
Heavy Trucks	8	28	0	0	0	8	0	0	0	0	16	0	0	0	0	0	60	
Pedestrians		0				0					0						0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 7. SR 69 -- Water Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831942
DATE: Thu, Jan 10 2019

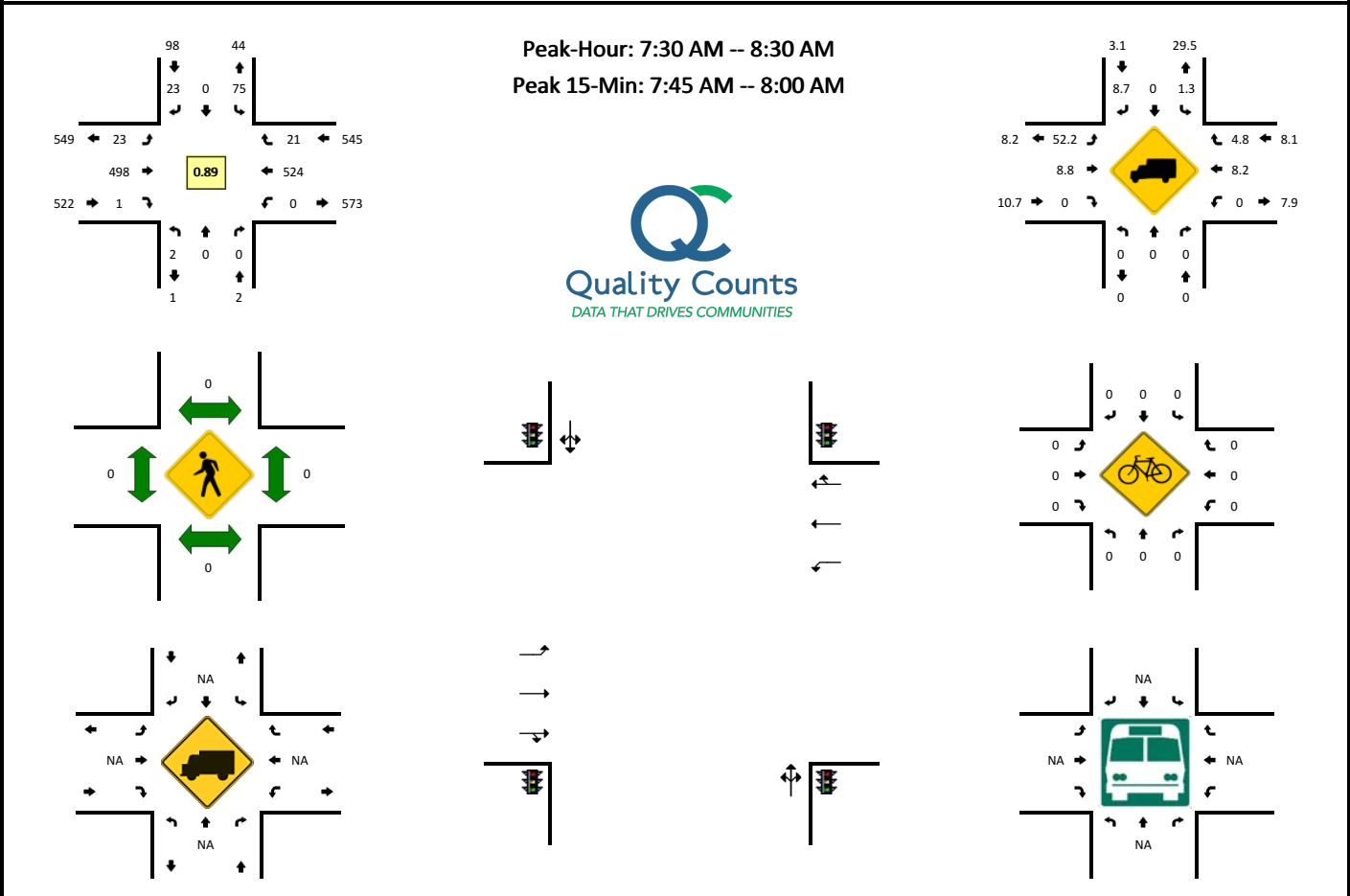


15-Min Count Period Beginning At	7. SR 69 (Northbound)				7. SR 69 (Southbound)				Water Rd (Eastbound)				Water Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	29	101	0	0	0	73	12	0	37	0	50	0	0	0	0	0	302	
3:15 PM	35	101	0	0	0	58	9	0	23	0	48	0	0	0	0	0	274	
3:30 PM	27	71	0	0	0	54	11	0	12	0	44	0	0	0	0	0	219	
3:45 PM	35	98	0	0	0	69	17	0	25	0	32	0	0	0	0	0	276	1071
4:00 PM	39	93	0	0	0	63	10	0	19	0	37	0	0	0	0	0	261	1030
4:15 PM	25	77	0	0	0	54	9	0	9	0	34	0	0	0	0	0	208	964
4:30 PM	25	104	0	0	0	57	2	0	20	0	38	0	0	0	0	0	246	991
4:45 PM	29	105	0	0	0	65	10	0	11	0	26	0	0	0	0	0	246	961
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	116	404	0	0	0	292	48	0	148	0	200	0	0	0	0	0	1208	
Heavy Trucks	4	20	0	0	0	8	8	0	8	0	8	0	0	0	0	0	56	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 8. King St -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831952
DATE: Thu, Jan 10 2019

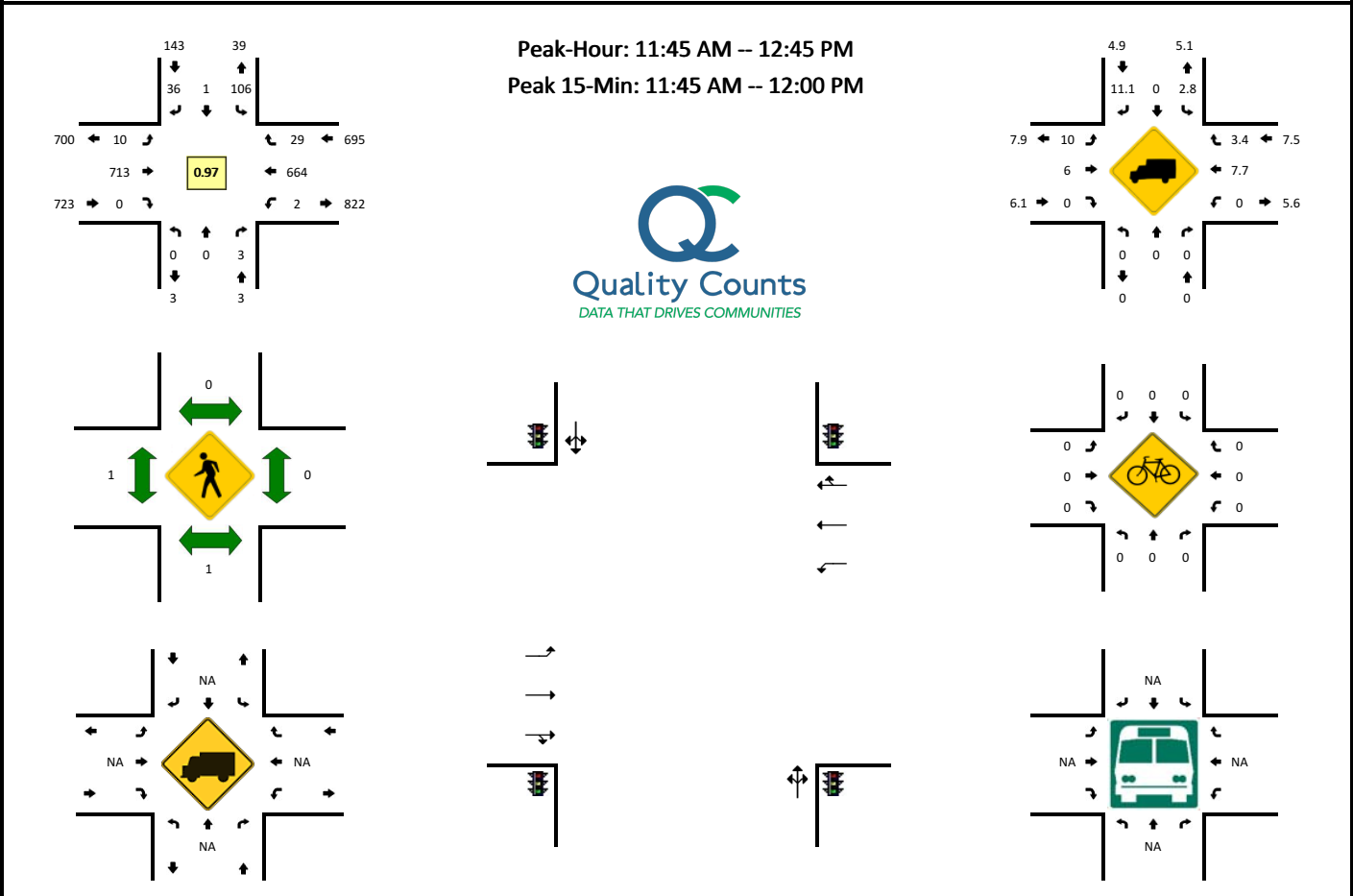


15-Min Count Period Beginning At	8. King St (Northbound)				8. King St (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	0	0	0	0	17	0	0	0	8	111	0	0	0	176	9	0	321	
7:45 AM	1	0	0	0	20	0	5	0	5	134	0	0	0	157	5	0	327	
8:00 AM	0	0	0	0	19	0	9	0	9	160	0	0	0	92	5	0	294	
8:15 AM	1	0	0	0	19	0	9	0	1	93	1	0	0	99	2	0	225	1167
8:30 AM	1	0	0	0	13	0	2	0	2	87	0	0	0	103	3	0	211	1057
8:45 AM	0	0	0	0	14	0	5	0	2	105	1	0	0	103	4	0	234	964
9:00 AM	0	0	0	0	12	0	4	0	2	120	1	0	0	101	7	0	247	917
9:15 AM	1	0	0	0	12	0	4	0	0	110	0	0	0	111	3	0	241	933
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	0	0	80	0	20	0	20	536	0	0	0	628	20	0	1308	
Heavy Trucks	0	0	0	0	0	0	0	0	16	44	0	0	0	40	0	0	100	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 8. King St -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831953
DATE: Thu, Jan 10 2019

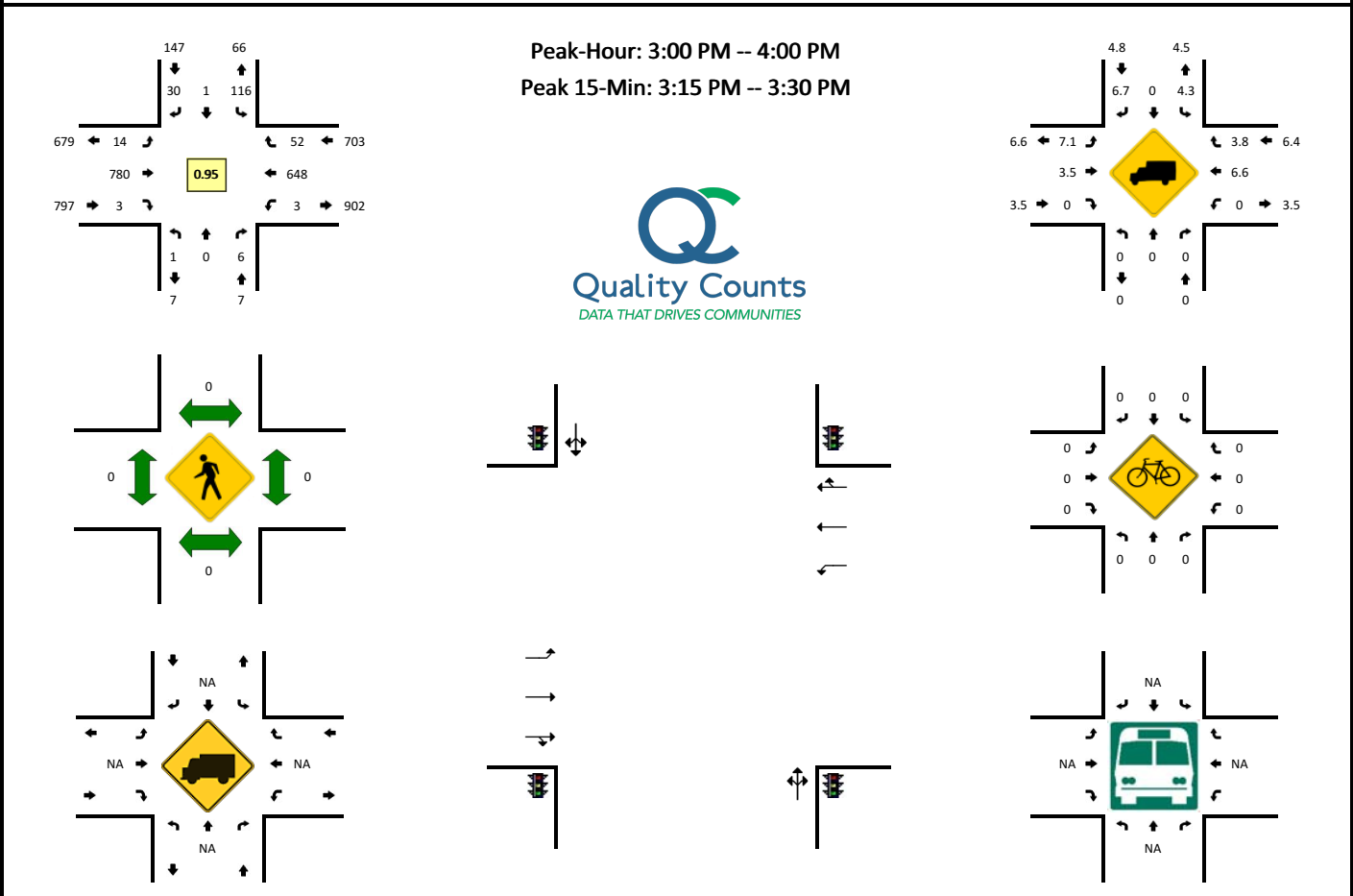


15-Min Count Period Beginning At	8. King St (Northbound)				8. King St (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	17	3	12	0	4	155	0	0	1	151	7	0	350	
11:15 AM	1	0	1	0	26	0	4	0	1	131	0	0	0	142	4	0	310	
11:30 AM	0	0	0	0	18	0	6	0	0	162	0	0	0	180	14	0	380	
11:45 AM	0	0	0	0	28	0	11	0	2	181	0	0	1	169	11	0	403	1443
12:00 PM	0	0	1	0	26	1	13	0	1	191	0	0	0	149	4	0	386	1479
12:15 PM	0	0	1	0	24	0	3	0	3	180	0	0	0	160	8	0	379	1548
12:30 PM	0	0	1	0	28	0	9	0	4	161	0	0	1	186	6	0	396	1564
12:45 PM	0	0	0	0	24	0	3	0	0	162	0	0	0	160	9	0	358	1519
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	112	0	44	0	8	724	0	0	4	676	44	0	1612	
Heavy Trucks	0	0	0	0	0	0	8	0	0	44	0	0	0	48	0	0	100	
Pedestrians			4				0				0				0		4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 8. King St -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831954
DATE: Thu, Jan 10 2019

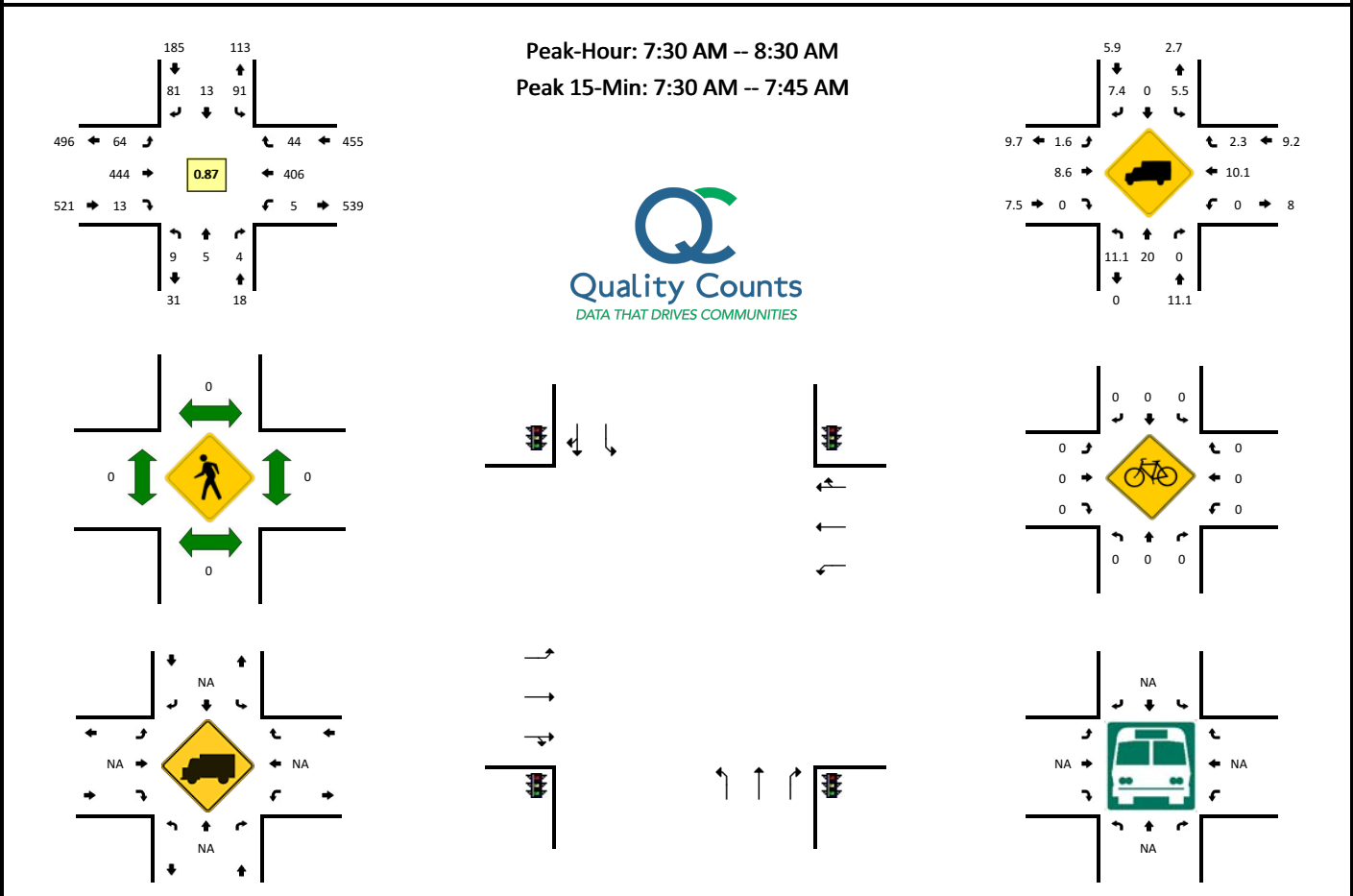


15-Min Count Period Beginning At	8. King St (Northbound)				8. King St (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	1	0	27	0	6	0	4	172	0	0	0	174	13	0	397	
3:15 PM	0	0	2	0	31	1	13	0	6	225	0	0	2	143	12	0	435	
3:30 PM	0	0	1	0	29	0	3	0	3	196	2	0	1	177	14	0	426	
3:45 PM	1	0	2	0	29	0	8	0	1	187	1	0	0	154	13	0	396	1654
4:00 PM	1	0	0	0	20	0	6	0	3	164	0	0	0	153	7	0	354	1611
4:15 PM	0	0	1	0	15	0	7	0	5	158	1	0	1	159	11	0	358	1534
4:30 PM	1	0	1	0	27	0	7	0	5	164	1	0	0	147	8	0	361	1469
4:45 PM	1	0	1	0	23	0	3	0	2	178	0	0	0	148	5	0	361	1434
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	8	0	124	4	52	0	24	900	0	0	8	572	48	0	1740	
Heavy Trucks	0	0	0	0	4	0	4	0	0	36	0	0	0	32	4	0	80	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 9. Patterson Rd -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831955
DATE: Thu, Jan 10 2019

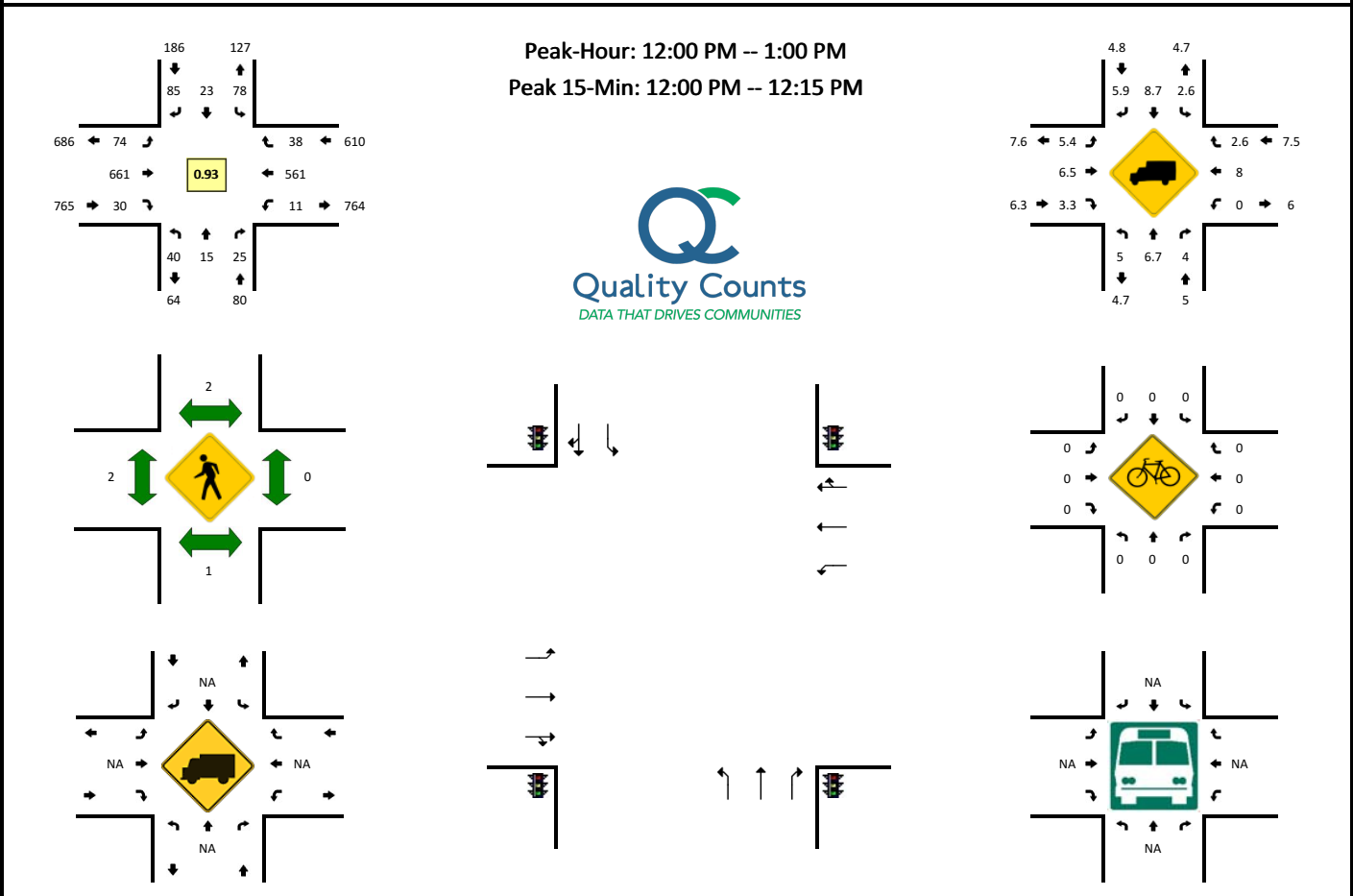


15-Min Count Period Beginning At	9. Patterson Rd (Northbound)				9. Patterson Rd (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	3	1	1	0	30	5	35	0	18	88	3	0	1	140	13	0	338	
7:45 AM	0	0	0	0	33	5	25	0	19	111	1	0	1	112	17	0	324	
8:00 AM	2	4	1	0	15	0	15	0	19	127	4	0	3	74	7	0	271	
8:15 AM	4	0	2	0	13	3	6	0	8	118	5	0	0	80	7	0	246	1179
8:30 AM	2	2	1	0	11	1	12	0	9	80	2	0	3	81	7	0	211	1052
8:45 AM	2	0	2	0	10	1	15	0	13	100	1	0	2	86	15	0	247	975
9:00 AM	5	4	3	0	9	0	16	0	11	102	0	0	3	75	3	0	231	935
9:15 AM	3	2	0	0	10	3	13	0	12	102	1	0	3	98	15	0	262	951
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	4	4	0	120	20	140	0	72	352	12	0	4	560	52	0	1352	
Heavy Trucks	0	0	0	0	12	0	8	0	0	44	0	0	0	36	4	0	104	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 9. Patterson Rd -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831956
DATE: Thu, Jan 10 2019



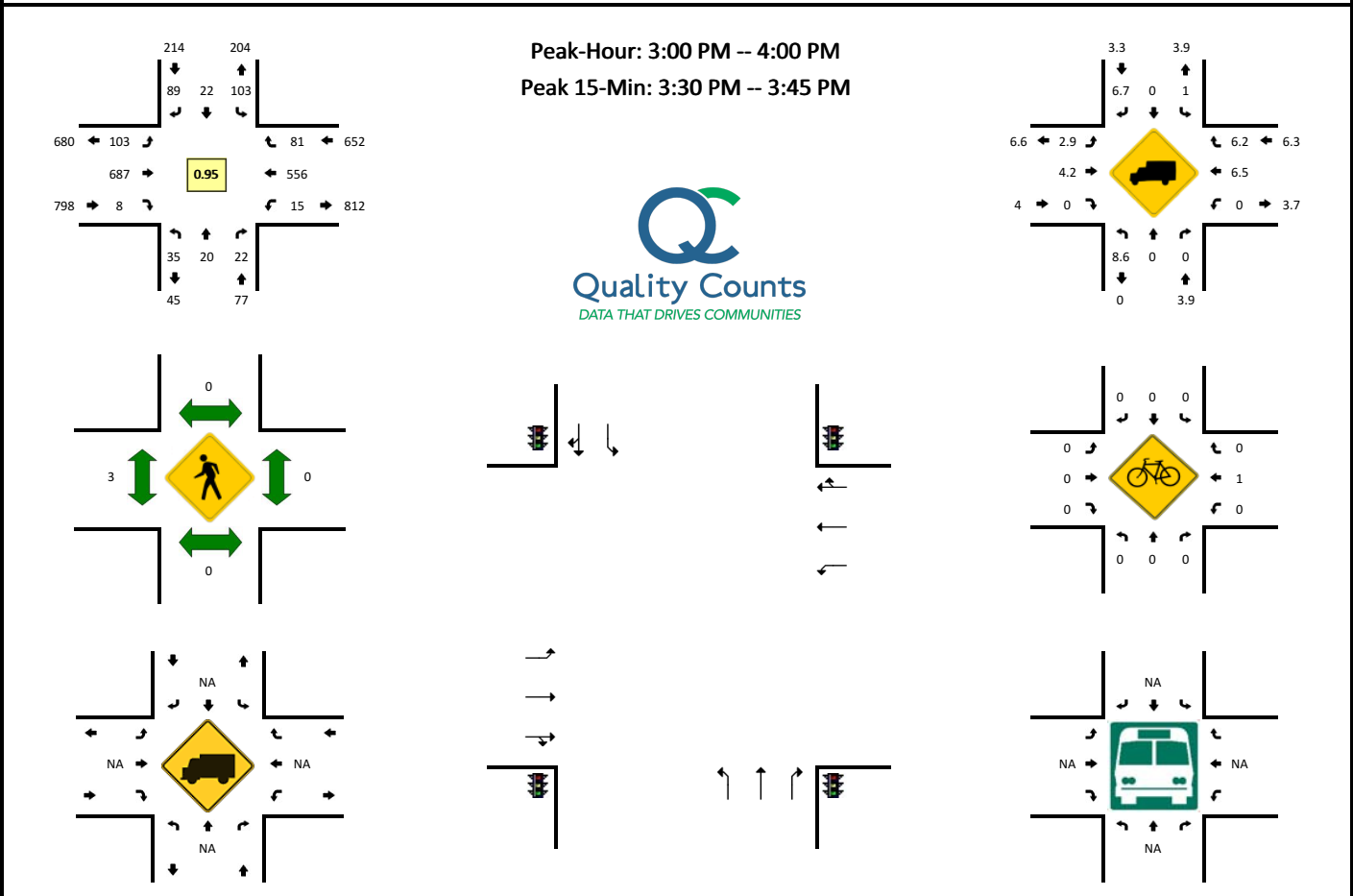
15-Min Count Period Beginning At	9. Patterson Rd (Northbound)				9. Patterson Rd (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	12	1	3	0	14	3	22	0	17	143	4	0	2	131	7	0	359	
11:15 AM	2	1	5	0	19	3	12	0	16	132	4	0	2	132	9	0	337	
11:30 AM	5	3	2	0	17	3	27	0	13	144	1	0	2	168	11	0	396	
11:45 AM	7	9	3	0	14	2	25	0	18	141	4	0	3	139	10	0	375	1467
12:00 PM	11	4	3	0	20	7	21	0	18	185	8	0	2	149	12	0	440	1548
12:15 PM	16	5	6	0	18	5	16	0	22	166	7	0	4	124	13	0	402	1613
12:30 PM	9	2	6	0	20	5	25	0	19	158	5	0	1	158	8	0	416	1633
12:45 PM	4	4	10	0	20	6	23	0	15	152	10	0	4	130	5	0	383	1641

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	16	12	0	80	28	84	0	72	740	32	0	8	596	48	0	1760
Heavy Trucks	4	0	0		4	0	4		0	44	0		0	56	0		112
Pedestrians		0				8				8				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

LOCATION: 9. Patterson Rd -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831957
DATE: Thu, Jan 10 2019

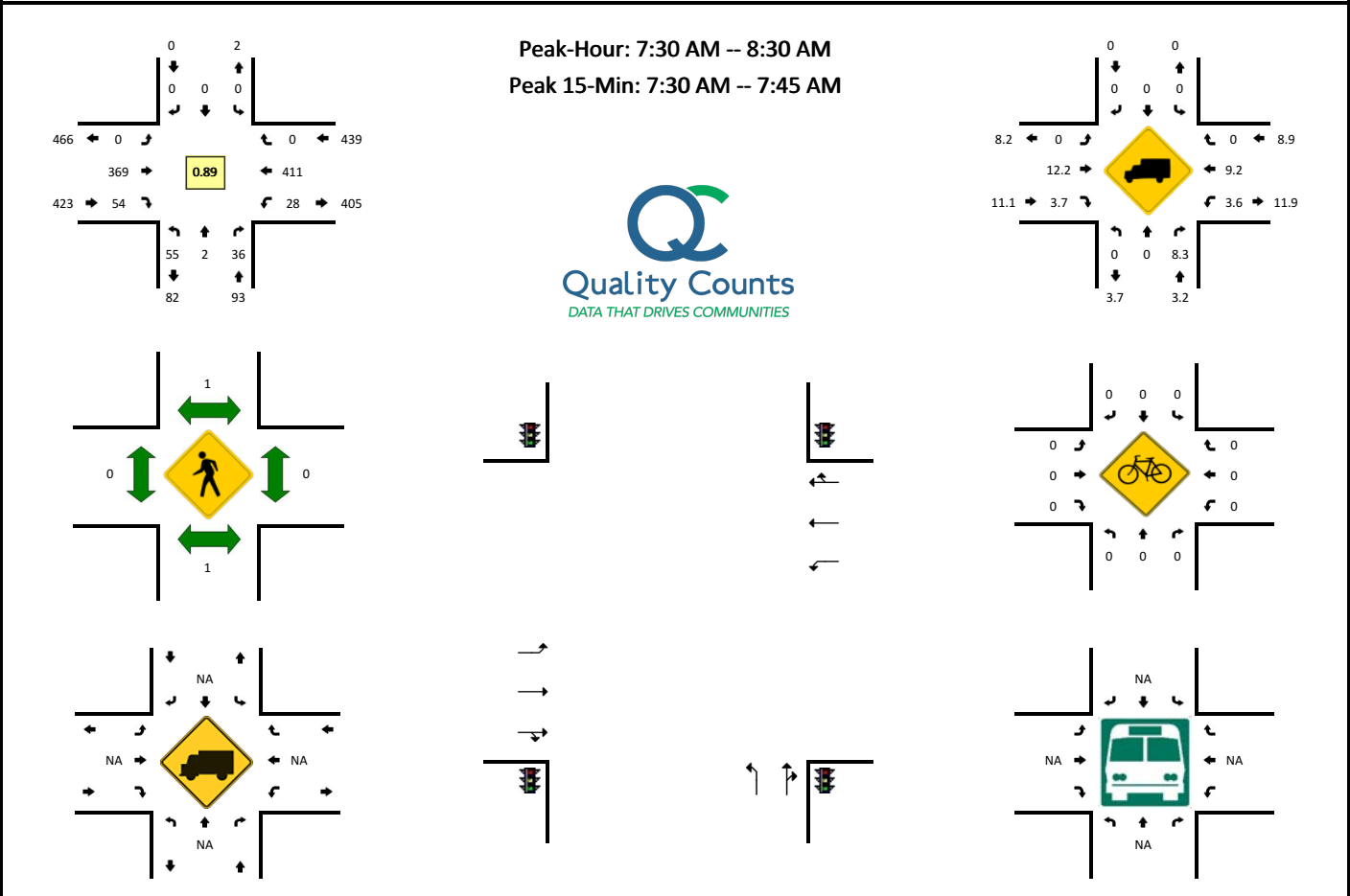


15-Min Count Period Beginning At	9. Patterson Rd (Northbound)				9. Patterson Rd (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	7	3	4	0	24	7	25	0	23	161	1	0	3	144	24	0	426	
3:15 PM	9	4	6	0	23	9	15	0	29	187	2	0	5	133	20	0	442	
3:30 PM	9	6	7	0	30	4	27	0	24	173	2	0	5	149	22	0	458	
3:45 PM	10	7	5	0	26	2	22	0	27	166	3	0	2	130	15	0	415	1741
4:00 PM	15	4	5	0	24	3	20	0	22	131	2	0	1	106	25	0	358	1673
4:15 PM	10	2	6	0	18	2	21	0	27	136	5	0	4	148	21	0	400	1631
4:30 PM	9	8	4	0	29	7	25	0	24	153	2	0	5	124	19	0	409	1582
4:45 PM	9	3	5	0	29	5	19	0	19	164	4	0	5	125	20	0	407	1574
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	24	28	0	120	16	108	0	96	692	8	0	20	596	88	0	1832	
Heavy Trucks	8	0	0		4	0	12		4	32	0		0	36	8		104	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 10. Herbert Dr -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831946
DATE: Thu, Jan 10 2019

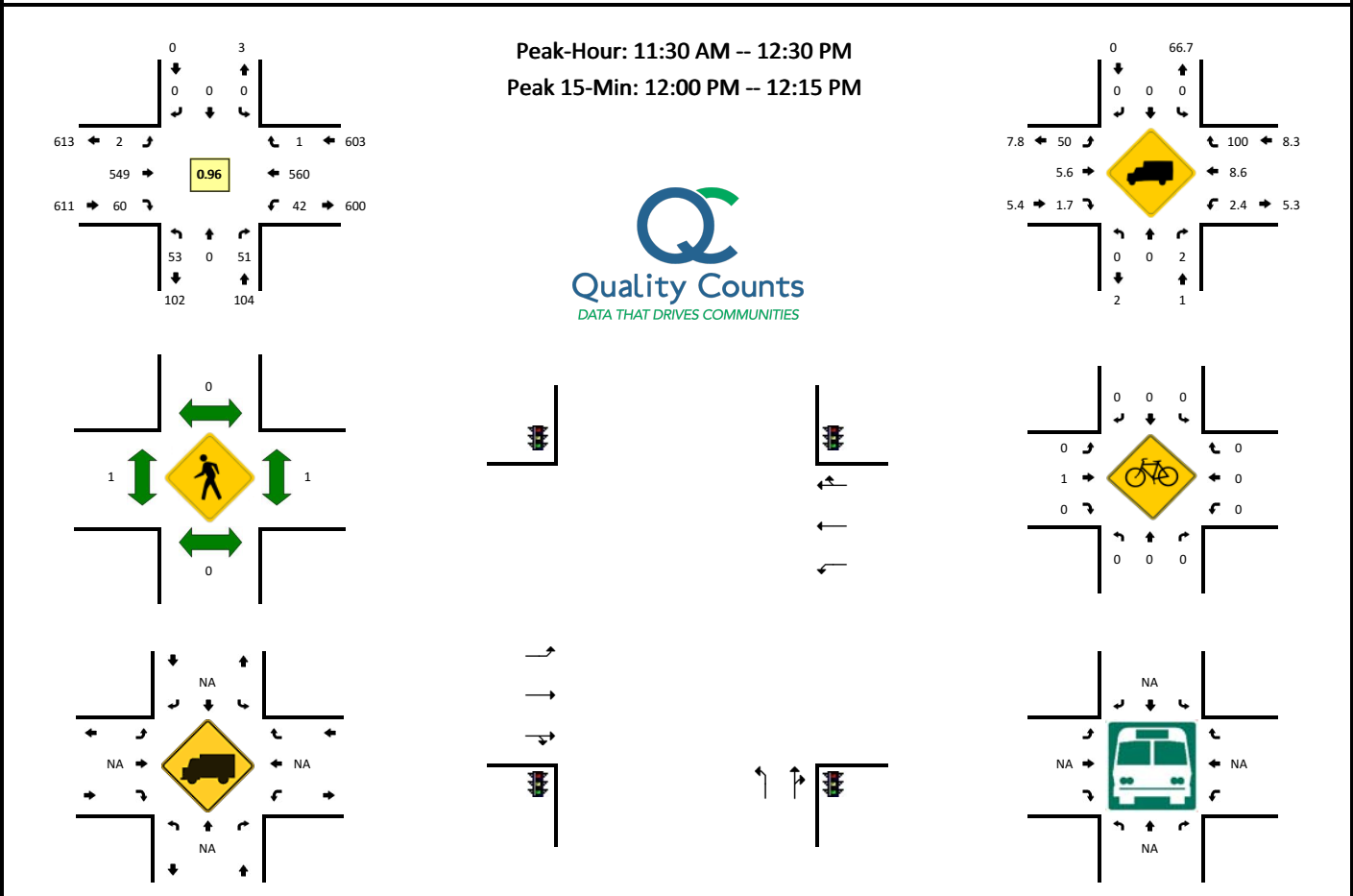


15-Min Count Period Beginning At	10. Herbert Dr (Northbound)				10. Herbert Dr (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:30 AM	19	0	5	0	0	0	0	0	0	85	13	0	9	136	0	0	267		
7:45 AM	19	0	13	0	0	0	0	0	0	92	17	0	5	116	0	0	262		
8:00 AM	7	1	9	0	0	0	0	0	0	98	12	0	7	80	0	0	214		
8:15 AM	10	1	9	0	0	0	0	0	0	94	12	0	7	79	0	0	212	955	
8:30 AM	6	0	7	0	0	0	0	0	0	64	9	0	7	84	0	0	177	865	
8:45 AM	10	0	11	0	0	0	0	0	0	73	7	0	5	69	0	0	175	778	
9:00 AM	7	0	5	0	0	0	0	0	0	91	4	0	5	66	0	0	178	742	
9:15 AM	6	0	6	0	0	0	0	0	0	79	8	0	7	96	0	0	202	732	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	76	0	20	0	0	0	0	0	0	340	52	0	36	544	0	0	1068		
Heavy Trucks	0	0	0	0	0	0	0	0	0	60	4	0	0	36	0	0	100		
Pedestrians		0				0				0				0			0		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

Comments:

LOCATION: 10. Herbert Dr -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831947
DATE: Thu, Jan 10 2019

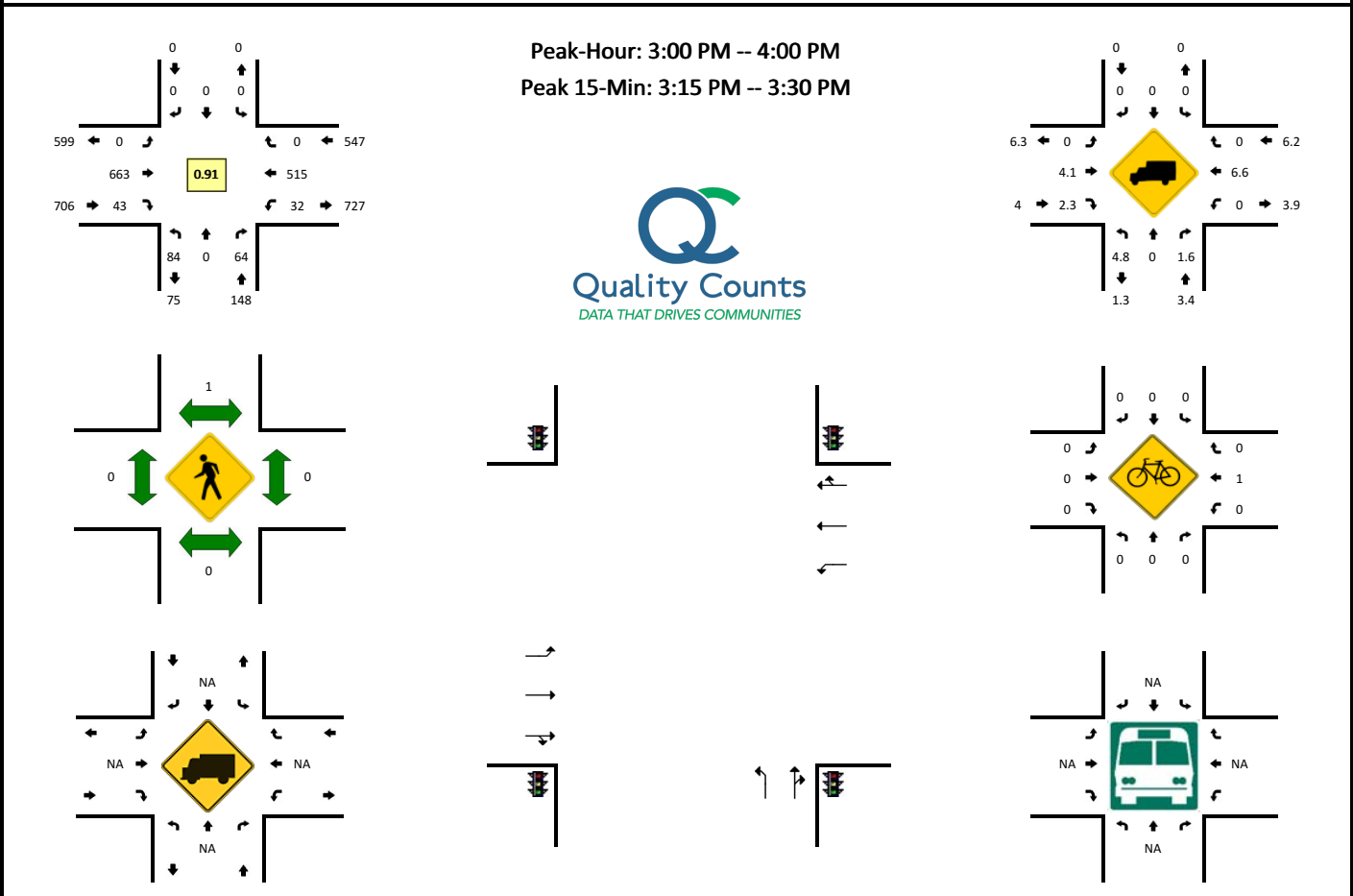


15-Min Count Period Beginning At	10. Herbert Dr (Northbound)				10. Herbert Dr (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	9	0	8	0	0	0	0	0	0	127	11	0	6	130	0	0	291	
11:15 AM	4	0	8	0	0	0	0	0	0	111	13	0	8	102	0	0	246	
11:30 AM	18	0	9	0	0	0	0	0	0	125	12	0	8	154	0	0	326	
11:45 AM	8	0	16	0	0	0	0	0	1	136	16	0	7	138	1	0	323	1186
12:00 PM	17	0	16	0	0	0	0	0	1	145	18	0	14	132	0	0	343	1238
12:15 PM	10	0	10	0	0	0	0	0	0	143	14	0	13	136	0	0	326	1318
12:30 PM	12	0	14	0	0	0	0	0	0	142	13	0	6	132	0	0	319	1311
12:45 PM	15	0	4	0	0	1	1	0	0	146	7	0	13	123	0	0	310	1298
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	0	64	0	0	0	0	0	4	580	72	0	56	528	0	0	1372	
Heavy Trucks	0	0	0	0	0	0	0	0	4	28	0	0	4	36	0	0	72	
Pedestrians			0				0			4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 10. Herbert Dr -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831948
DATE: Thu, Jan 10 2019

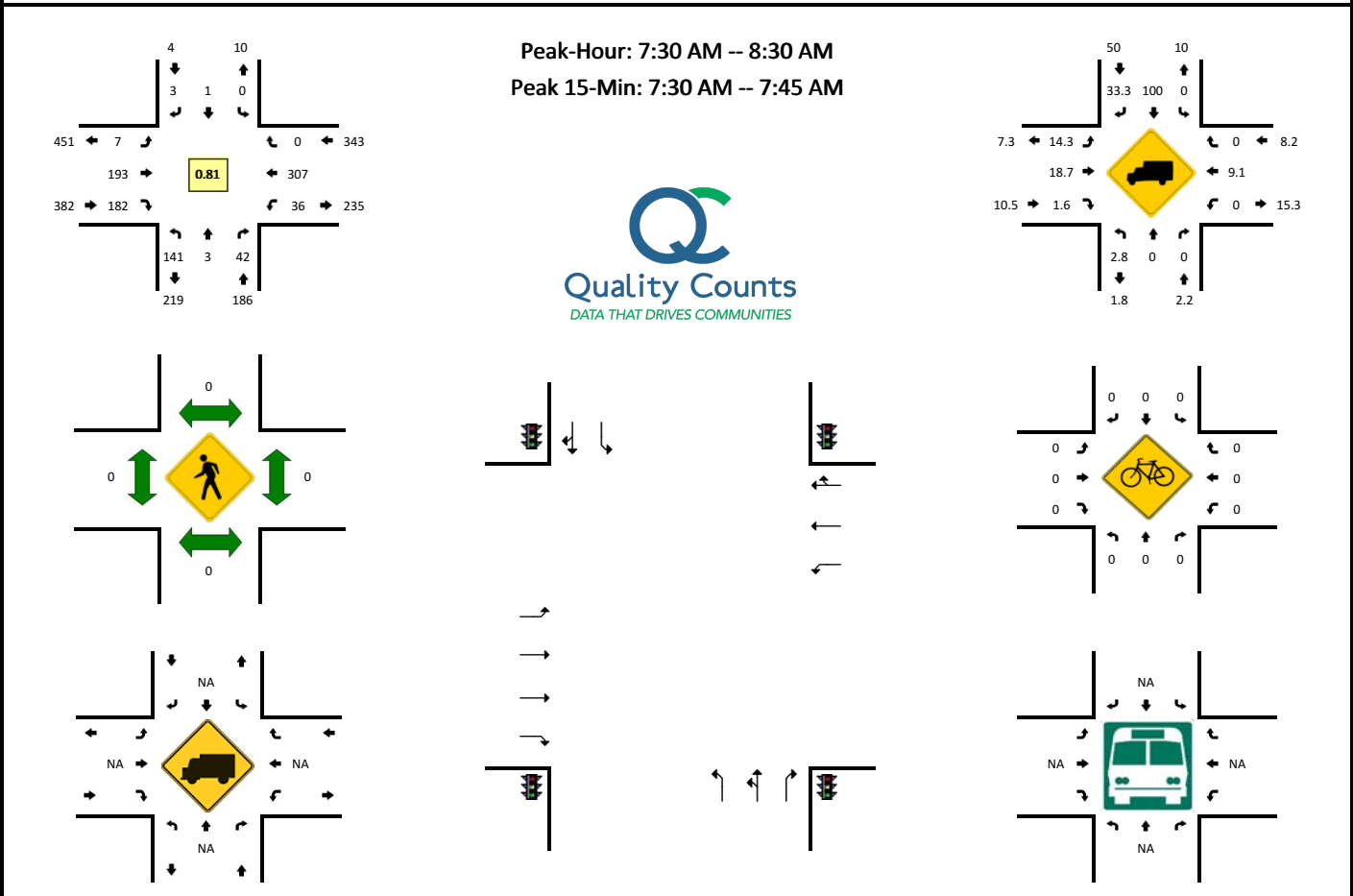


15-Min Count Period Beginning At	10. Herbert Dr (Northbound)				10. Herbert Dr (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	17	0	20	0	0	0	0	0	0	153	5	0	5	129	0	0	329	
3:15 PM	24	0	17	0	0	0	0	0	0	179	15	0	12	137	0	0	384	
3:30 PM	23	0	12	0	0	0	0	0	0	160	16	0	6	133	0	0	350	
3:45 PM	20	0	15	0	0	0	0	0	0	171	7	0	9	116	0	0	338	1401
4:00 PM	15	0	21	0	0	0	0	0	0	148	15	0	8	110	0	0	317	1389
4:15 PM	9	0	23	0	0	0	0	0	0	128	11	0	11	138	1	0	321	1326
4:30 PM	12	1	16	0	0	0	0	0	0	145	21	0	13	126	1	0	335	1311
4:45 PM	12	0	15	0	1	0	0	0	0	171	14	0	16	116	0	0	345	1318
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	96	0	68	0	0	0	0	0	0	716	60	0	48	548	0	0	1536	
Heavy Trucks	0	0	0	0	0	0	0	0	0	28	4	0	0	32	0	0	64	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 11. Bell Ln -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831949
DATE: Thu, Jan 10 2019

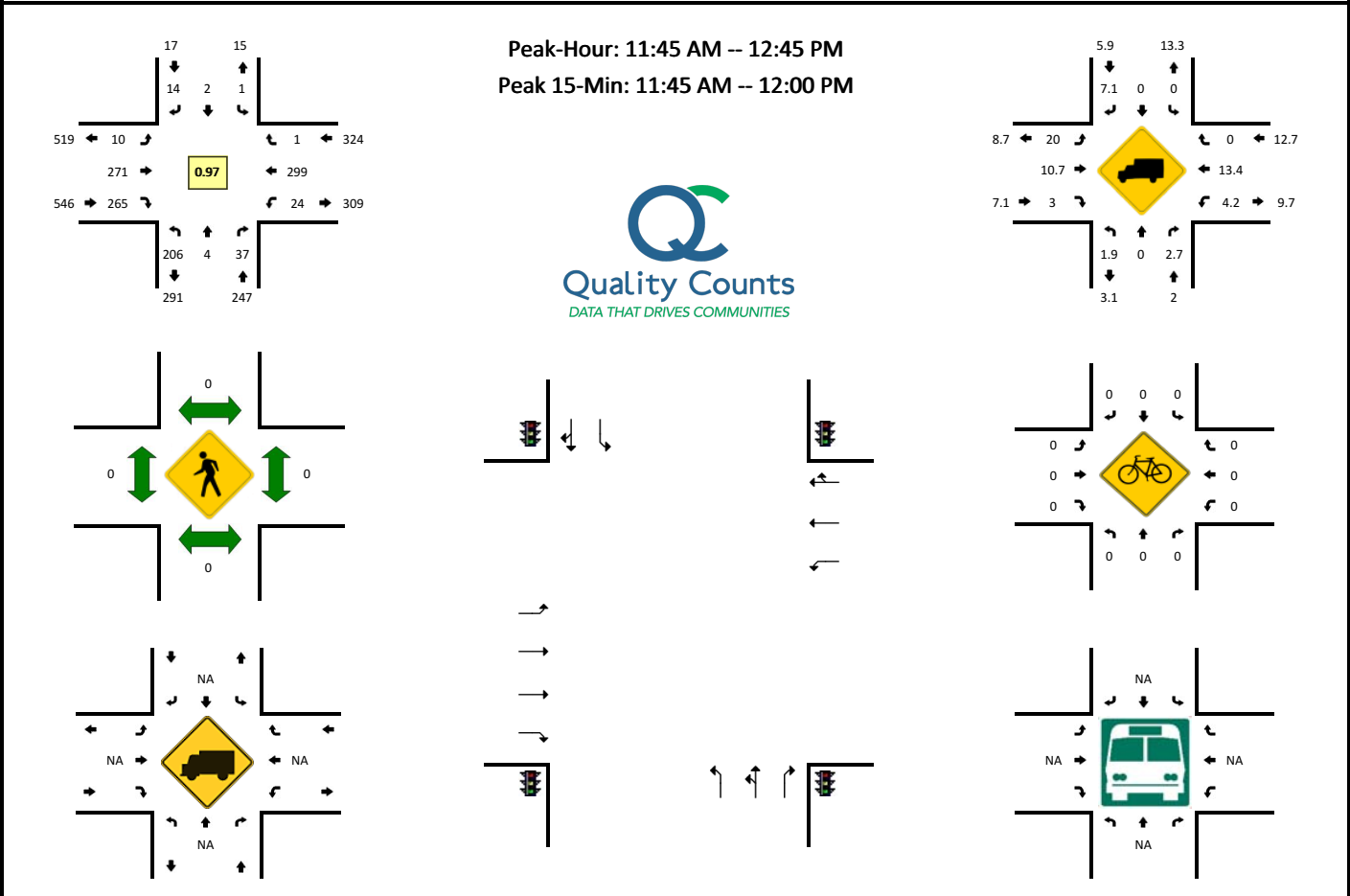


15-Min Count Period Beginning At	11. Bell Ln (Northbound)				11. Bell Ln (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:30 AM	44	0	13	0	0	0	1	0	0	37	69	0	19	100	0	0	283	
7:45 AM	49	0	13	0	0	0	1	0	2	50	44	0	11	92	0	0	262	
8:00 AM	23	2	12	0	0	0	0	0	5	57	34	0	2	62	0	0	197	
8:15 AM	25	1	4	0	0	1	1	0	0	49	35	0	4	53	0	0	173	915
8:30 AM	27	0	3	0	0	0	0	0	2	26	27	0	4	57	1	0	147	779
8:45 AM	24	0	6	0	0	0	1	0	2	33	32	0	2	41	0	0	141	658
9:00 AM	25	0	1	0	0	0	2	0	2	36	47	0	5	47	1	0	166	627
9:15 AM	36	0	5	0	0	2	1	0	4	33	35	0	3	58	0	0	177	631
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	176	0	52	0	0	0	4	0	0	148	276	0	76	400	0	0	1132	
Heavy Trucks	8	0	0	0	0	0	0	0	0	52	8	0	0	24	0	0	92	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 11. Bell Ln -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831950
DATE: Thu, Jan 10 2019

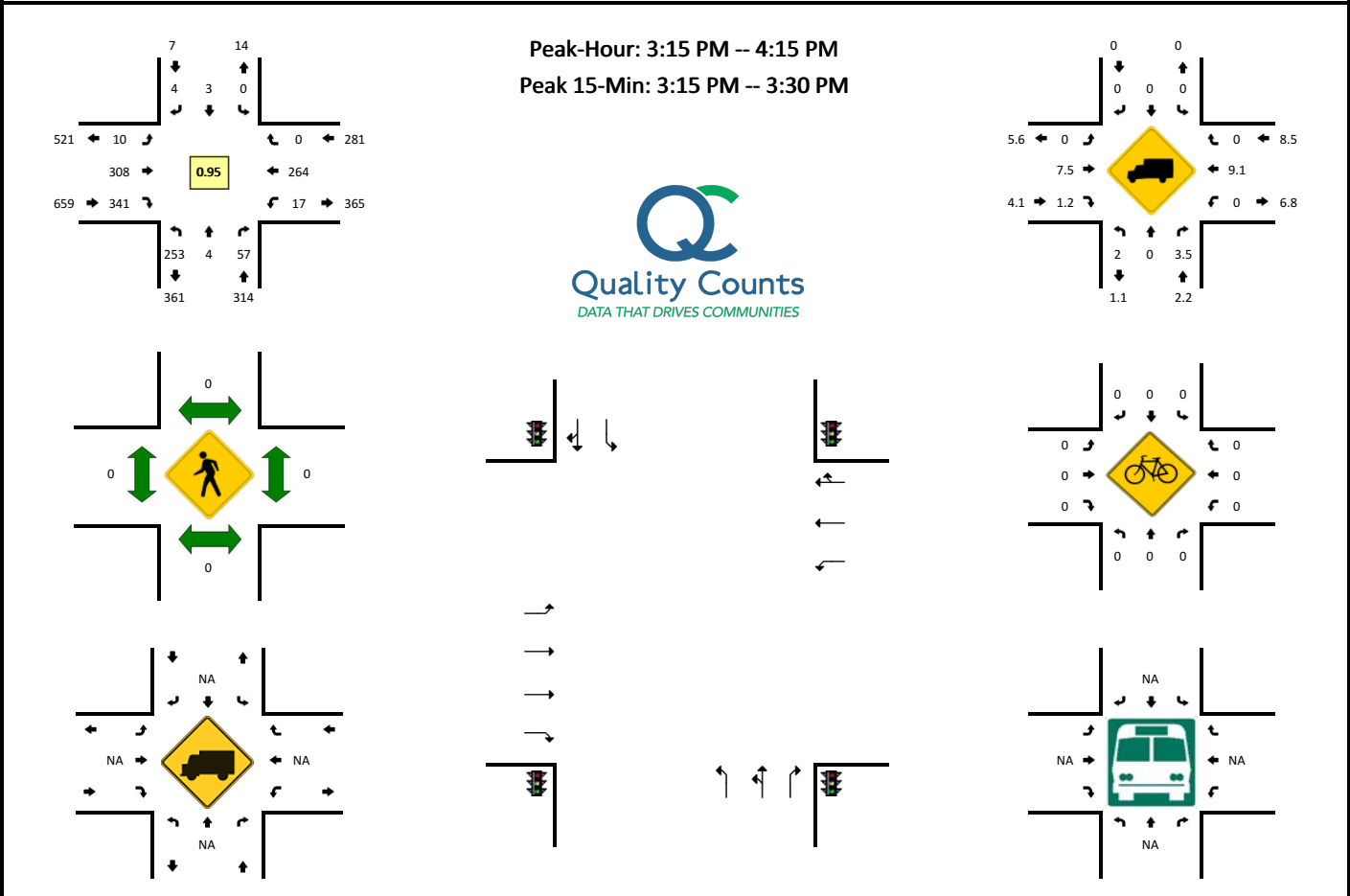


15-Min Count Period Beginning At	11. Bell Ln (Northbound)				11. Bell Ln (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	52	1	15	0	0	0	2	0	2	48	42	0	2	57	0	0	221	
11:15 AM	37	0	7	0	0	0	1	0	1	69	60	0	1	64	0	0	240	
11:30 AM	52	2	8	0	0	0	2	0	5	46	44	0	7	86	0	0	252	
11:45 AM	49	2	9	0	0	0	2	0	3	69	74	0	4	78	1	0	291	1004
12:00 PM	51	1	12	0	0	0	3	0	1	74	62	0	6	69	0	0	279	1062
12:15 PM	50	0	11	0	0	2	3	0	3	69	53	0	8	80	0	0	279	1101
12:30 PM	56	1	5	0	1	0	6	0	3	59	76	0	6	72	0	0	285	1134
12:45 PM	54	1	8	0	0	1	3	0	2	61	68	0	2	65	0	0	265	1108
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	196	8	36	0	0	0	8	0	12	276	296	0	16	312	4	0	1164	
Heavy Trucks	4	0	0		0	0	0		4	28	12		0	68	0		116	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: 11. Bell Ln -- US 64/SR-15/Wayne Rd
CITY/STATE: Hardin, TN

QC JOB #: 14831951
DATE: Thu, Jan 10 2019

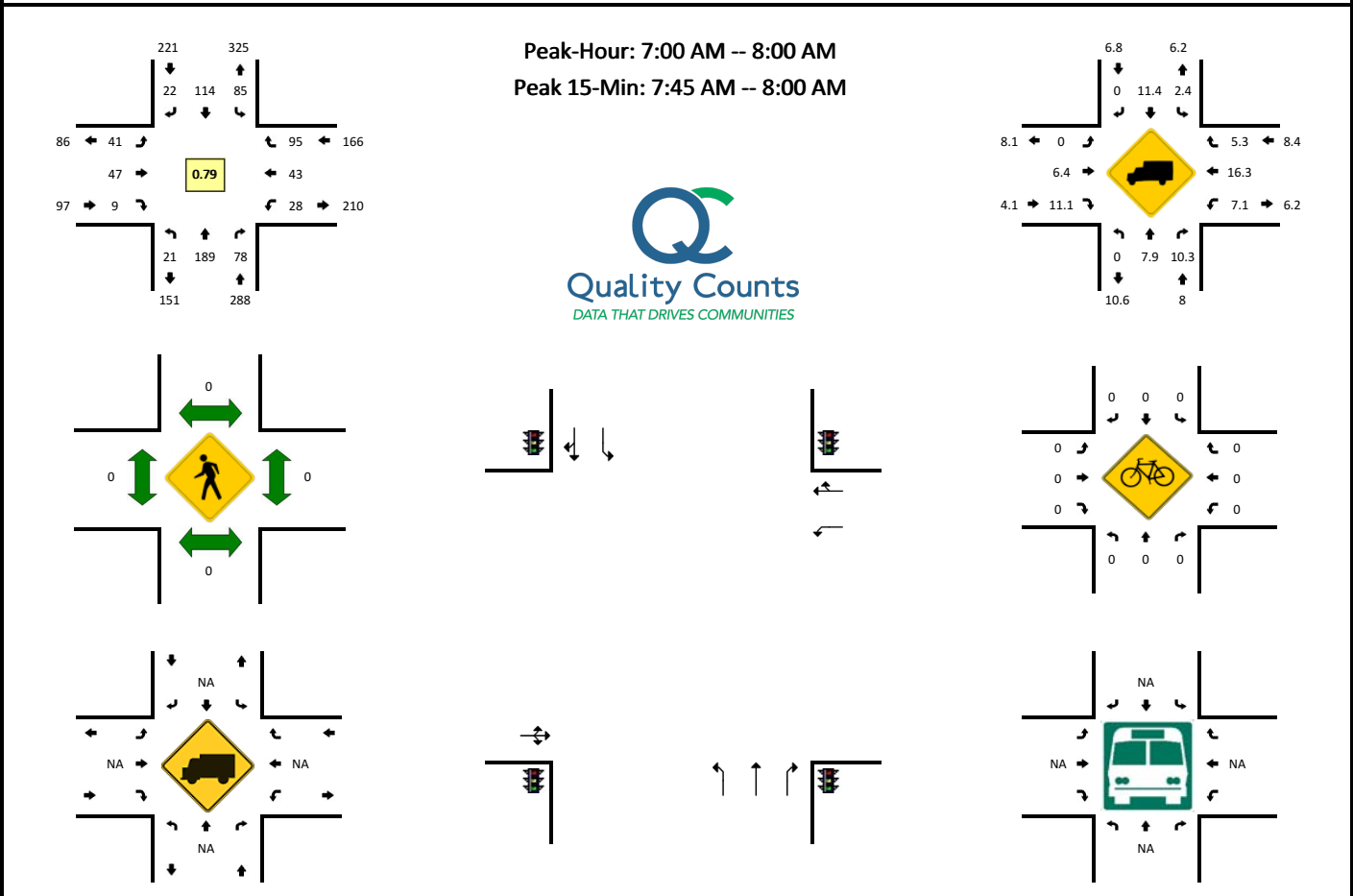


15-Min Count Period Beginning At	11. Bell Ln (Northbound)				11. Bell Ln (Southbound)				US 64/SR-15/Wayne Rd (Eastbound)				US 64/SR-15/Wayne Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	74	1	14	0	0	0	3	0	1	76	78	0	7	62	0	0	316	
3:15 PM	69	1	16	0	0	1	0	0	2	75	90	0	4	75	0	0	333	
3:30 PM	67	1	16	0	0	0	1	0	2	64	80	0	6	73	0	0	310	
3:45 PM	47	1	7	0	0	1	1	0	2	82	86	0	5	65	0	0	297	1256
4:00 PM	70	1	18	0	0	1	2	0	4	87	85	0	2	51	0	0	321	1261
4:15 PM	57	1	10	0	0	0	4	0	2	73	58	0	2	88	0	0	295	1223
4:30 PM	68	1	12	0	0	0	0	0	1	69	73	0	8	64	0	0	296	1209
4:45 PM	61	0	15	0	0	1	1	0	2	75	81	0	4	58	0	0	298	1210
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	276	4	64	0	0	4	0	0	8	300	360	0	16	300	0	0	1332	
Heavy Trucks	12	0	4	0	0	0	0	0	0	24	8	0	0	28	0	0	76	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: State Rte 69 -- Higgins Dr
CITY/STATE: Savannah, TN

QC JOB #: 14831973
DATE: Tue, Jan 15 2019

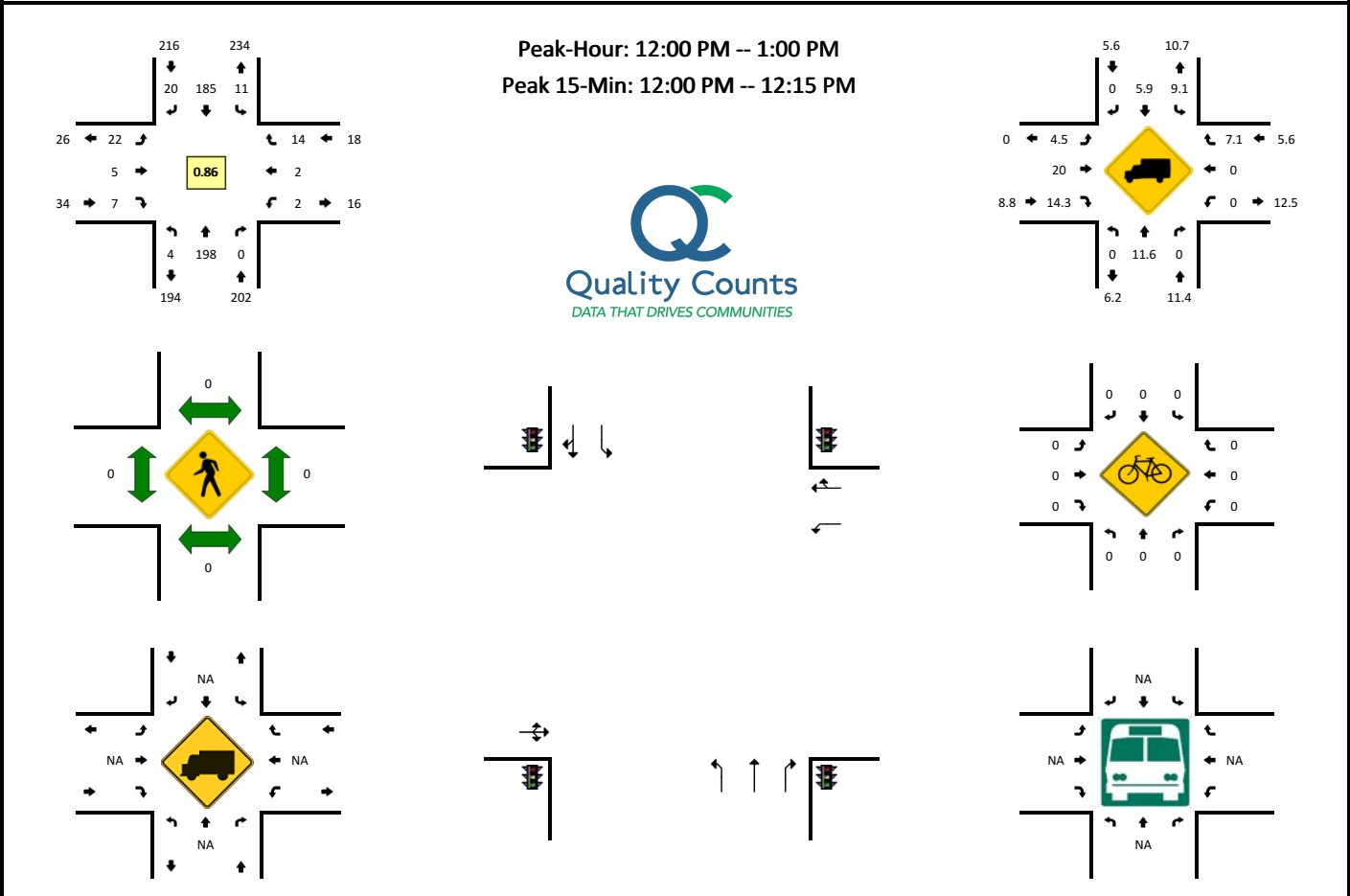


15-Min Count Period Beginning At	State Rte 69 (Northbound)				State Rte 69 (Southbound)				Higgins Dr (Eastbound)				Higgins Dr (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	1	28	11	0	10	28	2	0	4	4	0	0	0	5	9	0	0	102	
7:15 AM	4	42	29	0	23	31	3	0	7	12	0	0	9	13	22	0	0	195	
7:30 AM	7	57	23	0	31	23	7	0	13	20	5	0	8	14	23	0	0	231	
7:45 AM	9	62	15	0	21	32	10	0	17	11	4	0	11	11	41	0	0	244	772
8:00 AM	0	39	1	0	5	26	5	0	4	3	2	0	1	2	6	0	0	94	764
8:15 AM	2	29	1	0	2	22	4	0	2	2	0	0	0	2	2	0	0	68	637
8:30 AM	2	27	0	1	1	28	1	0	3	0	1	0	0	0	1	0	0	65	471
8:45 AM	1	32	0	0	3	17	1	0	4	2	0	0	0	0	3	0	0	63	290
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	36	248	60	0	84	128	40	0	68	44	16	0	44	44	164	0	0	976	
Heavy Trucks	0	8	4	0	0	12	0	0	0	0	0	0	4	4	0	0	0	32	
Pedestrians		0				0				0				0				0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0			0	
Railroad																			
Stopped Buses																			

Comments:

LOCATION: State Rte 69 -- Higgins Dr
CITY/STATE: Savannah, TN

QC JOB #: 14831974
DATE: Tue, Jan 15 2019



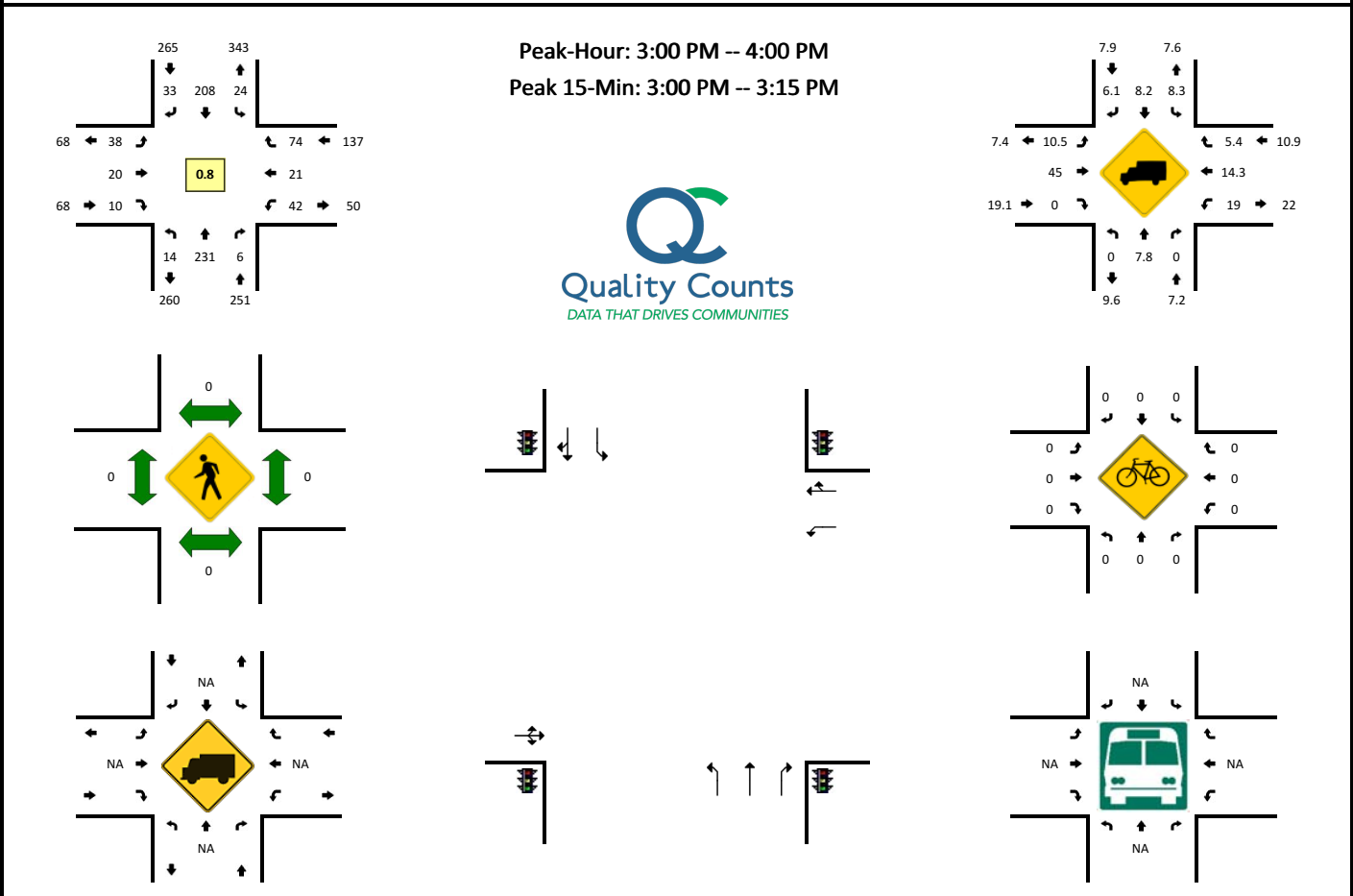
15-Min Count Period Beginning At	State Rte 69 (Northbound)				State Rte 69 (Southbound)				Higgins Dr (Eastbound)				Higgins Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	1	31	0	0	1	22	4	0	3	1	0	0	0	1	3	0	67	
11:15 AM	1	21	1	0	1	27	9	0	1	1	2	0	0	0	0	0	64	
11:30 AM	2	40	0	0	2	39	3	0	5	2	1	0	0	0	0	0	94	
11:45 AM	1	38	0	0	1	35	4	0	4	1	4	0	1	3	3	0	95	320
12:00 PM	2	59	0	0	4	53	5	0	7	1	3	0	1	0	1	0	136	389
12:15 PM	1	49	0	0	1	51	5	0	1	2	2	0	0	0	2	0	114	439
12:30 PM	0	40	0	0	2	34	4	0	6	1	1	0	0	1	8	0	97	442
12:45 PM	1	50	0	0	4	47	6	0	8	1	1	0	1	1	3	0	123	470

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	236	0	0	16	212	20	0	28	4	12	0	4	0	4	0	544
Heavy Trucks	0	28	0	0	0	16	0	0	4	0	4	0	0	0	0	0	52
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

LOCATION: State Rte 69 -- Higgins Dr
CITY/STATE: Savannah, TN

QC JOB #: 14831975
DATE: Tue, Jan 15 2019



15-Min Count Period Beginning At	State Rte 69 (Northbound)				State Rte 69 (Southbound)				Higgins Dr (Eastbound)				Higgins Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	1	27	1	0	9	38	5	0	3	2	2	0	1	1	6	0	96	
2:15 PM	4	43	1	0	8	32	8	0	7	4	1	0	0	2	6	0	116	
2:30 PM	2	47	4	0	17	35	5	0	1	3	0	0	1	1	6	0	122	
2:45 PM	3	39	10	0	19	33	7	0	7	3	0	0	2	2	4	0	129	463
3:00 PM	4	52	4	0	15	45	3	0	11	18	5	0	17	16	34	0	224	591
3:15 PM	5	55	2	0	6	55	12	0	3	1	4	0	21	4	30	0	198	673
3:30 PM	1	81	0	0	1	43	8	0	16	0	0	0	1	0	7	0	158	709
3:45 PM	4	43	0	0	2	65	10	0	8	1	1	0	3	1	3	0	141	721

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	208	16	0	60	180	12	0	44	72	20	0	68	64	136	0	896
Heavy Trucks	0	32	0	0	4	8	0	0	4	36	0	0	12	8	12	0	116
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee							QC JOB #: 14831901			
SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee							DIRECTION: EB			
CITY/STATE: Savannah, TN							DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM				15		15			15	
12:15 AM				5		5			5	
12:30 AM				6		6			6	
12:45 AM				4		4			4	
01:00 AM				4		4			4	
01:15 AM				2		2			2	
01:30 AM				5		5			5	
01:45 AM				3		3			3	
02:00 AM				2		2			2	
02:15 AM				3		3			3	
02:30 AM				8		8			8	
02:45 AM				6		6			6	
03:00 AM				4		4			4	
03:15 AM				11		11			11	
03:30 AM				9		9			9	
03:45 AM				9		9			9	
04:00 AM				7		7			7	
04:15 AM				15		15			15	
04:30 AM				15		15			15	
04:45 AM				10		10			10	
05:00 AM				24		24			24	
05:15 AM				27		27			27	
05:30 AM				58		58			58	
05:45 AM				80		80			80	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: EB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM				45		45			45	
06:15 AM				54		54			54	
06:30 AM				71		71			71	
06:45 AM				70		70			70	
07:00 AM				79		79			79	
07:15 AM				90		90			90	
07:30 AM				131		131			131	
07:45 AM				151		151			151	
08:00 AM				133		133			133	
08:15 AM				100		100			100	
08:30 AM				81		81			81	
08:45 AM				96		96			96	
09:00 AM				108		108			108	
09:15 AM				109		109			109	
09:30 AM				109		109			109	
09:45 AM				98		98			98	
10:00 AM				105		105			105	
10:15 AM				87		87			87	
10:30 AM				107		107			107	
10:45 AM				117		117			117	
11:00 AM				135		135			135	
11:15 AM				103		103			103	
11:30 AM				138		138			138	
11:45 AM				139		139			139	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: EB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM				133		133			133	
12:15 PM				133		133			133	
12:30 PM				124		124			124	
12:45 PM				105		105			105	
01:00 PM				113		113			113	
01:15 PM				121		121			121	
01:30 PM				130		130			130	
01:45 PM				131		131			131	
02:00 PM				135		135			135	
02:15 PM				110		110			110	
02:30 PM				136		136			136	
02:45 PM				147		147			147	
03:00 PM				119		119			119	
03:15 PM				140		140			140	
03:30 PM				139		139			139	
03:45 PM				137		137			137	
04:00 PM				133		133			133	
04:15 PM				136		136			136	
04:30 PM				141		141			141	
04:45 PM				142		142			142	
05:00 PM				142		142			142	
05:15 PM				140		140			140	
05:30 PM				110		110			110	
05:45 PM				113		113			113	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: EB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM				113		113			113	
06:15 PM				81		81			81	
06:30 PM				101		101			101	
06:45 PM				85		85			85	
07:00 PM				68		68			68	
07:15 PM				62		62			62	
07:30 PM				59		59			59	
07:45 PM				78		78			78	
08:00 PM				83		83			83	
08:15 PM				58		58			58	
08:30 PM				53		53			53	
08:45 PM				47		47			47	
09:00 PM				60		60			60	
09:15 PM				51		51			51	
09:30 PM				31		31			31	
09:45 PM				22		22			22	
10:00 PM				32		32			32	
10:15 PM				24		24			24	
10:30 PM				17		17			17	
10:45 PM				12		12			12	
11:00 PM				19		19			19	
11:15 PM				15		15			15	
11:30 PM				12		12			12	
11:45 PM				10		10			10	
Day Total				7091		7091			7091	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak 15-min Vol				07:45 AM 151		07:45 AM 151			07:45 AM 151	
PM Peak 15-min Vol				02:45 PM 147		02:45 PM 147			02:45 PM 147	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM				26		26			26	
12:15 AM				9		9			9	
12:30 AM				14		14			14	
12:45 AM				7		7			7	
01:00 AM				9		9			9	
01:15 AM				5		5			5	
01:30 AM				9		9			9	
01:45 AM				7		7			7	
02:00 AM				5		5			5	
02:15 AM				9		9			9	
02:30 AM				13		13			13	
02:45 AM				9		9			9	
03:00 AM				11		11			11	
03:15 AM				22		22			22	
03:30 AM				22		22			22	
03:45 AM				19		19			19	
04:00 AM				21		21			21	
04:15 AM				36		36			36	
04:30 AM				33		33			33	
04:45 AM				25		25			25	
05:00 AM				49		49			49	
05:15 AM				55		55			55	
05:30 AM				118		118			118	
05:45 AM				127		127			127	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM				93		93			93	
06:15 AM				111		111			111	
06:30 AM				141		141			141	
06:45 AM				158		158			158	
07:00 AM				179		179			179	
07:15 AM				231		231			231	
07:30 AM				299		299			299	
07:45 AM				309		309			309	
08:00 AM				255		255			255	
08:15 AM				185		185			185	
08:30 AM				178		178			178	
08:45 AM				199		199			199	
09:00 AM				192		192			192	
09:15 AM				206		206			206	
09:30 AM				220		220			220	
09:45 AM				212		212			212	
10:00 AM				212		212			212	
10:15 AM				193		193			193	
10:30 AM				230		230			230	
10:45 AM				234		234			234	
11:00 AM				250		250			250	
11:15 AM				253		253			253	
11:30 AM				280		280			280	
11:45 AM				263		263			263	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee							QC JOB #: 14831901			
SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee							DIRECTION: EB, WB			
CITY/STATE: Savannah, TN							DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM				270		270			270	
12:15 PM				262		262			262	
12:30 PM				269		269			269	
12:45 PM				239		239			239	
01:00 PM				244		244			244	
01:15 PM				244		244			244	
01:30 PM				266		266			266	
01:45 PM				272		272			272	
02:00 PM				278		278			278	
02:15 PM				259		259			259	
02:30 PM				284		284			284	
02:45 PM				307		307			307	
03:00 PM				276		276			276	
03:15 PM				279		279			279	
03:30 PM				290		290			290	
03:45 PM				293		293			293	
04:00 PM				300		300			300	
04:15 PM				313		313			313	
04:30 PM				281		281			281	
04:45 PM				265		265			265	
05:00 PM				307		307			307	
05:15 PM				271		271			271	
05:30 PM				244		244			244	
05:45 PM				241		241			241	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM				220		220			220	
06:15 PM				187		187			187	
06:30 PM				210		210			210	
06:45 PM				167		167			167	
07:00 PM				154		154			154	
07:15 PM				124		124			124	
07:30 PM				127		127			127	
07:45 PM				139		139			139	
08:00 PM				142		142			142	
08:15 PM				102		102			102	
08:30 PM				96		96			96	
08:45 PM				98		98			98	
09:00 PM				118		118			118	
09:15 PM				96		96			96	
09:30 PM				69		69			69	
09:45 PM				41		41			41	
10:00 PM				56		56			56	
10:15 PM				62		62			62	
10:30 PM				37		37			37	
10:45 PM				26		26			26	
11:00 PM				33		33			33	
11:15 PM				36		36			36	
11:30 PM				25		25			25	
11:45 PM				29		29			29	
Day Total				14691		14691			14691	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak 15-min Vol				07:45 AM 309		07:45 AM 309			07:45 AM 309	
PM Peak 15-min Vol				04:15 PM 313		04:15 PM 313			04:15 PM 313	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM				11		11			11	
12:15 AM				4		4			4	
12:30 AM				8		8			8	
12:45 AM				3		3			3	
01:00 AM				5		5			5	
01:15 AM				3		3			3	
01:30 AM				4		4			4	
01:45 AM				4		4			4	
02:00 AM				3		3			3	
02:15 AM				6		6			6	
02:30 AM				5		5			5	
02:45 AM				3		3			3	
03:00 AM				7		7			7	
03:15 AM				11		11			11	
03:30 AM				13		13			13	
03:45 AM				10		10			10	
04:00 AM				14		14			14	
04:15 AM				21		21			21	
04:30 AM				18		18			18	
04:45 AM				15		15			15	
05:00 AM				25		25			25	
05:15 AM				28		28			28	
05:30 AM				60		60			60	
05:45 AM				47		47			47	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM				48		48			48	
06:15 AM				57		57			57	
06:30 AM				70		70			70	
06:45 AM				88		88			88	
07:00 AM				100		100			100	
07:15 AM				141		141			141	
07:30 AM				168		168			168	
07:45 AM				158		158			158	
08:00 AM				122		122			122	
08:15 AM				85		85			85	
08:30 AM				97		97			97	
08:45 AM				103		103			103	
09:00 AM				84		84			84	
09:15 AM				97		97			97	
09:30 AM				111		111			111	
09:45 AM				114		114			114	
10:00 AM				107		107			107	
10:15 AM				106		106			106	
10:30 AM				123		123			123	
10:45 AM				117		117			117	
11:00 AM				115		115			115	
11:15 AM				150		150			150	
11:30 AM				142		142			142	
11:45 AM				124		124			124	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM				137		137			137	
12:15 PM				129		129			129	
12:30 PM				145		145			145	
12:45 PM				134		134			134	
01:00 PM				131		131			131	
01:15 PM				123		123			123	
01:30 PM				136		136			136	
01:45 PM				141		141			141	
02:00 PM				143		143			143	
02:15 PM				149		149			149	
02:30 PM				148		148			148	
02:45 PM				160		160			160	
03:00 PM				157		157			157	
03:15 PM				139		139			139	
03:30 PM				151		151			151	
03:45 PM				156		156			156	
04:00 PM				167		167			167	
04:15 PM				177		177			177	
04:30 PM				140		140			140	
04:45 PM				123		123			123	
05:00 PM				165		165			165	
05:15 PM				131		131			131	
05:30 PM				134		134			134	
05:45 PM				128		128			128	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM				107		107			107	
06:15 PM				106		106			106	
06:30 PM				109		109			109	
06:45 PM				82		82			82	
07:00 PM				86		86			86	
07:15 PM				62		62			62	
07:30 PM				68		68			68	
07:45 PM				61		61			61	
08:00 PM				59		59			59	
08:15 PM				44		44			44	
08:30 PM				43		43			43	
08:45 PM				51		51			51	
09:00 PM				58		58			58	
09:15 PM				45		45			45	
09:30 PM				38		38			38	
09:45 PM				19		19			19	
10:00 PM				24		24			24	
10:15 PM				38		38			38	
10:30 PM				20		20			20	
10:45 PM				14		14			14	
11:00 PM				14		14			14	
11:15 PM				21		21			21	
11:30 PM				13		13			13	
11:45 PM				19		19			19	
Day Total				7600		7600			7600	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak 15-min Vol				07:30 AM 168		07:30 AM 168			07:30 AM 168	
PM Peak 15-min Vol				04:15 PM 177		04:15 PM 177			04:15 PM 177	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna **QC JOB #:** 14831902
SPECIFIC LOCATION: Water St btwn Pickwick and Hanna **DIRECTION:** EB
CITY/STATE: Savannah, TN **DATE:** Jan 10 2019 - Jan 10 2019

Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM				3		3			3	
12:15 AM				1		1			1	
12:30 AM				2		2			2	
12:45 AM				2		2			2	
01:00 AM				1		1			1	
01:15 AM				0		0			0	
01:30 AM				1		1			1	
01:45 AM				2		2			2	
02:00 AM				2		2			2	
02:15 AM				1		1			1	
02:30 AM				2		2			2	
02:45 AM				2		2			2	
03:00 AM				0		0			0	
03:15 AM				1		1			1	
03:30 AM				2		2			2	
03:45 AM				1		1			1	
04:00 AM				3		3			3	
04:15 AM				4		4			4	
04:30 AM				5		5			5	
04:45 AM				5		5			5	
05:00 AM				8		8			8	
05:15 AM				15		15			15	
05:30 AM				20		20			20	
05:45 AM				17		17			17	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna SPECIFIC LOCATION: Water St btwn Pickwick and Hanna CITY/STATE: Savannah, TN							QC JOB #: 14831902 DIRECTION: EB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM				24		24			24	
06:15 AM				5		5			5	
06:30 AM				30		30			30	
06:45 AM				17		17			17	
07:00 AM				24		24			24	
07:15 AM				40		40			40	
07:30 AM				44		44			44	
07:45 AM				64		64			64	
08:00 AM				41		41			41	
08:15 AM				34		34			34	
08:30 AM				35		35			35	
08:45 AM				47		47			47	
09:00 AM				39		39			39	
09:15 AM				37		37			37	
09:30 AM				46		46			46	
09:45 AM				44		44			44	
10:00 AM				64		64			64	
10:15 AM				62		62			62	
10:30 AM				50		50			50	
10:45 AM				54		54			54	
11:00 AM				61		61			61	
11:15 AM				73		73			73	
11:30 AM				66		66			66	
11:45 AM				62		62			62	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna							QC JOB #: 14831902			
SPECIFIC LOCATION: Water St btwn Pickwick and Hanna							DIRECTION: EB			
CITY/STATE: Savannah, TN							DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM				65		65			65	
12:15 PM				62		62			62	
12:30 PM				62		62			62	
12:45 PM				58		58			58	
01:00 PM				46		46			46	
01:15 PM				62		62			62	
01:30 PM				50		50			50	
01:45 PM				46		46			46	
02:00 PM				58		58			58	
02:15 PM				65		65			65	
02:30 PM				55		55			55	
02:45 PM				57		57			57	
03:00 PM				73		73			73	
03:15 PM				87		87			87	
03:30 PM				61		61			61	
03:45 PM				69		69			69	
04:00 PM				50		50			50	
04:15 PM				61		61			61	
04:30 PM				59		59			59	
04:45 PM				40		40			40	
05:00 PM				43		43			43	
05:15 PM				48		48			48	
05:30 PM				33		33			33	
05:45 PM				21		21			21	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna							QC JOB #: 14831902			
SPECIFIC LOCATION: Water St btwn Pickwick and Hanna							DIRECTION: EB			
CITY/STATE: Savannah, TN							DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM				34		34			34	
06:15 PM				24		24			24	
06:30 PM				24		24			24	
06:45 PM				23		23			23	
07:00 PM				22		22			22	
07:15 PM				12		12			12	
07:30 PM				17		17			17	
07:45 PM				21		21			21	
08:00 PM				16		16			16	
08:15 PM				6		6			6	
08:30 PM				9		9			9	
08:45 PM				13		13			13	
09:00 PM				8		8			8	
09:15 PM				13		13			13	
09:30 PM				3		3			3	
09:45 PM				6		6			6	
10:00 PM				2		2			2	
10:15 PM				0		0			0	
10:30 PM				2		2			2	
10:45 PM				4		4			4	
11:00 PM				2		2			2	
11:15 PM				2		2			2	
11:30 PM				2		2			2	
11:45 PM				3		3			3	
Day Total				2762		2762			2762	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak 15-min Vol				11:15 AM 73		11:15 AM 73			11:15 AM 73	
PM Peak 15-min Vol				03:15 PM 87		03:15 PM 87			03:15 PM 87	

Comments:

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna SPECIFIC LOCATION: Water St btwn Pickwick and Hanna CITY/STATE: Savannah, TN							QC JOB #: 14831902 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM				6		6			6	
12:15 AM				5		5			5	
12:30 AM				5		5			5	
12:45 AM				2		2			2	
01:00 AM				1		1			1	
01:15 AM				0		0			0	
01:30 AM				5		5			5	
01:45 AM				4		4			4	
02:00 AM				2		2			2	
02:15 AM				3		3			3	
02:30 AM				3		3			3	
02:45 AM				4		4			4	
03:00 AM				5		5			5	
03:15 AM				1		1			1	
03:30 AM				4		4			4	
03:45 AM				4		4			4	
04:00 AM				4		4			4	
04:15 AM				6		6			6	
04:30 AM				12		12			12	
04:45 AM				10		10			10	
05:00 AM				10		10			10	
05:15 AM				21		21			21	
05:30 AM				35		35			35	
05:45 AM				30		30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna SPECIFIC LOCATION: Water St btwn Pickwick and Hanna CITY/STATE: Savannah, TN							QC JOB #: 14831902 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM				34		34			34	
06:15 AM				16		16			16	
06:30 AM				52		52			52	
06:45 AM				38		38			38	
07:00 AM				59		59			59	
07:15 AM				99		99			99	
07:30 AM				125		125			125	
07:45 AM				118		118			118	
08:00 AM				74		74			74	
08:15 AM				71		71			71	
08:30 AM				71		71			71	
08:45 AM				85		85			85	
09:00 AM				69		69			69	
09:15 AM				74		74			74	
09:30 AM				76		76			76	
09:45 AM				86		86			86	
10:00 AM				107		107			107	
10:15 AM				96		96			96	
10:30 AM				87		87			87	
10:45 AM				90		90			90	
11:00 AM				97		97			97	
11:15 AM				126		126			126	
11:30 AM				121		121			121	
11:45 AM				117		117			117	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna SPECIFIC LOCATION: Water St btwn Pickwick and Hanna CITY/STATE: Savannah, TN							QC JOB #: 14831902 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM				132		132			132	
12:15 PM				120		120			120	
12:30 PM				108		108			108	
12:45 PM				114		114			114	
01:00 PM				85		85			85	
01:15 PM				102		102			102	
01:30 PM				100		100			100	
01:45 PM				88		88			88	
02:00 PM				101		101			101	
02:15 PM				118		118			118	
02:30 PM				130		130			130	
02:45 PM				114		114			114	
03:00 PM				152		152			152	
03:15 PM				143		143			143	
03:30 PM				112		112			112	
03:45 PM				122		122			122	
04:00 PM				117		117			117	
04:15 PM				113		113			113	
04:30 PM				102		102			102	
04:45 PM				91		91			91	
05:00 PM				84		84			84	
05:15 PM				81		81			81	
05:30 PM				72		72			72	
05:45 PM				52		52			52	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna
SPECIFIC LOCATION: Water St btwn Pickwick and Hanna
CITY/STATE: Savannah, TN

QC JOB #: 14831902
DIRECTION: EB, WB
DATE: Jan 10 2019 - Jan 10 2019

Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM				69		69			69	
06:15 PM				43		43			43	
06:30 PM				50		50			50	
06:45 PM				46		46			46	
07:00 PM				40		40			40	
07:15 PM				28		28			28	
07:30 PM				33		33			33	
07:45 PM				29		29			29	
08:00 PM				25		25			25	
08:15 PM				23		23			23	
08:30 PM				14		14			14	
08:45 PM				19		19			19	
09:00 PM				22		22			22	
09:15 PM				22		22			22	
09:30 PM				6		6			6	
09:45 PM				12		12			12	
10:00 PM				7		7			7	
10:15 PM				1		1			1	
10:30 PM				10		10			10	
10:45 PM				6		6			6	
11:00 PM				7		7			7	
11:15 PM				2		2			2	
11:30 PM				4		4			4	
11:45 PM				5		5			5	
Day Total				5246		5246			5246	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak 15-min Vol				11:15 AM 126		11:15 AM 126			11:15 AM 126	
PM Peak 15-min Vol				03:00 PM 152		03:00 PM 152			03:00 PM 152	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna
SPECIFIC LOCATION: Water St btwn Pickwick and Hanna
CITY/STATE: Savannah, TN

QC JOB #: 14831902
DIRECTION: WB
DATE: Jan 10 2019 - Jan 10 2019

Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM				3		3			3	
12:15 AM				4		4			4	
12:30 AM				3		3			3	
12:45 AM				0		0			0	
01:00 AM				0		0			0	
01:15 AM				0		0			0	
01:30 AM				4		4			4	
01:45 AM				2		2			2	
02:00 AM				0		0			0	
02:15 AM				2		2			2	
02:30 AM				1		1			1	
02:45 AM				2		2			2	
03:00 AM				5		5			5	
03:15 AM				0		0			0	
03:30 AM				2		2			2	
03:45 AM				3		3			3	
04:00 AM				1		1			1	
04:15 AM				2		2			2	
04:30 AM				7		7			7	
04:45 AM				5		5			5	
05:00 AM				2		2			2	
05:15 AM				6		6			6	
05:30 AM				15		15			15	
05:45 AM				13		13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna							QC JOB #: 14831902			
SPECIFIC LOCATION: Water St btwn Pickwick and Hanna							DIRECTION: WB			
CITY/STATE: Savannah, TN							DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM				10		10			10	
06:15 AM				11		11			11	
06:30 AM				22		22			22	
06:45 AM				21		21			21	
07:00 AM				35		35			35	
07:15 AM				59		59			59	
07:30 AM				81		81			81	
07:45 AM				54		54			54	
08:00 AM				33		33			33	
08:15 AM				37		37			37	
08:30 AM				36		36			36	
08:45 AM				38		38			38	
09:00 AM				30		30			30	
09:15 AM				37		37			37	
09:30 AM				30		30			30	
09:45 AM				42		42			42	
10:00 AM				43		43			43	
10:15 AM				34		34			34	
10:30 AM				37		37			37	
10:45 AM				36		36			36	
11:00 AM				36		36			36	
11:15 AM				53		53			53	
11:30 AM				55		55			55	
11:45 AM				55		55			55	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna SPECIFIC LOCATION: Water St btwn Pickwick and Hanna CITY/STATE: Savannah, TN							QC JOB #: 14831902 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM				67		67			67	
12:15 PM				58		58			58	
12:30 PM				46		46			46	
12:45 PM				56		56			56	
01:00 PM				39		39			39	
01:15 PM				40		40			40	
01:30 PM				50		50			50	
01:45 PM				42		42			42	
02:00 PM				43		43			43	
02:15 PM				53		53			53	
02:30 PM				75		75			75	
02:45 PM				57		57			57	
03:00 PM				79		79			79	
03:15 PM				56		56			56	
03:30 PM				51		51			51	
03:45 PM				53		53			53	
04:00 PM				67		67			67	
04:15 PM				52		52			52	
04:30 PM				43		43			43	
04:45 PM				51		51			51	
05:00 PM				41		41			41	
05:15 PM				33		33			33	
05:30 PM				39		39			39	
05:45 PM				31		31			31	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna SPECIFIC LOCATION: Water St btwn Pickwick and Hanna CITY/STATE: Savannah, TN							QC JOB #: 14831902 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM				35		35			35	
06:15 PM				19		19			19	
06:30 PM				26		26			26	
06:45 PM				23		23			23	
07:00 PM				18		18			18	
07:15 PM				16		16			16	
07:30 PM				16		16			16	
07:45 PM				8		8			8	
08:00 PM				9		9			9	
08:15 PM				17		17			17	
08:30 PM				5		5			5	
08:45 PM				6		6			6	
09:00 PM				14		14			14	
09:15 PM				9		9			9	
09:30 PM				3		3			3	
09:45 PM				6		6			6	
10:00 PM				5		5			5	
10:15 PM				1		1			1	
10:30 PM				8		8			8	
10:45 PM				2		2			2	
11:00 PM				5		5			5	
11:15 PM				0		0			0	
11:30 PM				2		2			2	
11:45 PM				2		2			2	
Day Total				2484		2484			2484	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak 15-min Vol				07:30 AM 81		07:30 AM 81			07:30 AM 81	
PM Peak 15-min Vol				03:00 PM 79		03:00 PM 79			03:00 PM 79	

Comments:

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: EB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM				14		14			14	
12:15 AM				9		9			9	
12:30 AM				8		8			8	
12:45 AM				6		6			6	
01:00 AM				4		4			4	
01:15 AM				3		3			3	
01:30 AM				5		5			5	
01:45 AM				5		5			5	
02:00 AM				4		4			4	
02:15 AM				3		3			3	
02:30 AM				8		8			8	
02:45 AM				8		8			8	
03:00 AM				2		2			2	
03:15 AM				6		6			6	
03:30 AM				7		7			7	
03:45 AM				11		11			11	
04:00 AM				7		7			7	
04:15 AM				18		18			18	
04:30 AM				18		18			18	
04:45 AM				15		15			15	
05:00 AM				21		21			21	
05:15 AM				36		36			36	
05:30 AM				37		37			37	
05:45 AM				55		55			55	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: EB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM				48		48			48	
06:15 AM				44		44			44	
06:30 AM				59		59			59	
06:45 AM				79		79			79	
07:00 AM				87		87			87	
07:15 AM				73		73			73	
07:30 AM				132		132			132	
07:45 AM				147		147			147	
08:00 AM				171		171			171	
08:15 AM				105		105			105	
08:30 AM				102		102			102	
08:45 AM				107		107			107	
09:00 AM				131		131			131	
09:15 AM				126		126			126	
09:30 AM				137		137			137	
09:45 AM				126		126			126	
10:00 AM				156		156			156	
10:15 AM				131		131			131	
10:30 AM				137		137			137	
10:45 AM				143		143			143	
11:00 AM				167		167			167	
11:15 AM				157		157			157	
11:30 AM				178		178			178	
11:45 AM				185		185			185	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: EB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM				197		197			197	
12:15 PM				192		192			192	
12:30 PM				187		187			187	
12:45 PM				179		179			179	
01:00 PM				170		170			170	
01:15 PM				155		155			155	
01:30 PM				142		142			142	
01:45 PM				154		154			154	
02:00 PM				161		161			161	
02:15 PM				150		150			150	
02:30 PM				151		151			151	
02:45 PM				200		200			200	
03:00 PM				200		200			200	
03:15 PM				234		234			234	
03:30 PM				203		203			203	
03:45 PM				215		215			215	
04:00 PM				176		176			176	
04:15 PM				176		176			176	
04:30 PM				190		190			190	
04:45 PM				203		203			203	
05:00 PM				202		202			202	
05:15 PM				170		170			170	
05:30 PM				133		133			133	
05:45 PM				133		133			133	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: EB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM				153		153			153	
06:15 PM				110		110			110	
06:30 PM				104		104			104	
06:45 PM				99		99			99	
07:00 PM				85		85			85	
07:15 PM				67		67			67	
07:30 PM				72		72			72	
07:45 PM				91		91			91	
08:00 PM				94		94			94	
08:15 PM				59		59			59	
08:30 PM				52		52			52	
08:45 PM				55		55			55	
09:00 PM				65		65			65	
09:15 PM				45		45			45	
09:30 PM				27		27			27	
09:45 PM				24		24			24	
10:00 PM				25		25			25	
10:15 PM				26		26			26	
10:30 PM				21		21			21	
10:45 PM				11		11			11	
11:00 PM				20		20			20	
11:15 PM				14		14			14	
11:30 PM				14		14			14	
11:45 PM				15		15			15	
Day Total				8859		8859			8859	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak 15-min Vol				11:45 AM 185		11:45 AM 185			11:45 AM 185	
PM Peak 15-min Vol				03:15 PM 234		03:15 PM 234			03:15 PM 234	

Comments:

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM				27		27			27	
12:15 AM				14		14			14	
12:30 AM				16		16			16	
12:45 AM				7		7			7	
01:00 AM				8		8			8	
01:15 AM				7		7			7	
01:30 AM				10		10			10	
01:45 AM				10		10			10	
02:00 AM				9		9			9	
02:15 AM				8		8			8	
02:30 AM				14		14			14	
02:45 AM				10		10			10	
03:00 AM				11		11			11	
03:15 AM				15		15			15	
03:30 AM				17		17			17	
03:45 AM				21		21			21	
04:00 AM				15		15			15	
04:15 AM				35		35			35	
04:30 AM				36		36			36	
04:45 AM				28		28			28	
05:00 AM				41		41			41	
05:15 AM				72		72			72	
05:30 AM				92		92			92	
05:45 AM				90		90			90	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM				103		103			103	
06:15 AM				99		99			99	
06:30 AM				125		125			125	
06:45 AM				167		167			167	
07:00 AM				182		182			182	
07:15 AM				202		202			202	
07:30 AM				294		294			294	
07:45 AM				286		286			286	
08:00 AM				271		271			271	
08:15 AM				207		207			207	
08:30 AM				201		201			201	
08:45 AM				204		204			204	
09:00 AM				233		233			233	
09:15 AM				235		235			235	
09:30 AM				247		247			247	
09:45 AM				255		255			255	
10:00 AM				275		275			275	
10:15 AM				263		263			263	
10:30 AM				265		265			265	
10:45 AM				258		258			258	
11:00 AM				315		315			315	
11:15 AM				290		290			290	
11:30 AM				357		357			357	
11:45 AM				336		336			336	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM				346		346			346	
12:15 PM				342		342			342	
12:30 PM				366		366			366	
12:45 PM				335		335			335	
01:00 PM				320		320			320	
01:15 PM				282		282			282	
01:30 PM				294		294			294	
01:45 PM				297		297			297	
02:00 PM				319		319			319	
02:15 PM				315		315			315	
02:30 PM				306		306			306	
02:45 PM				372		372			372	
03:00 PM				342		342			342	
03:15 PM				379		379			379	
03:30 PM				367		367			367	
03:45 PM				367		367			367	
04:00 PM				319		319			319	
04:15 PM				335		335			335	
04:30 PM				331		331			331	
04:45 PM				334		334			334	
05:00 PM				361		361			361	
05:15 PM				325		325			325	
05:30 PM				264		264			264	
05:45 PM				243		243			243	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM				273		273			273	
06:15 PM				221		221			221	
06:30 PM				211		211			211	
06:45 PM				187		187			187	
07:00 PM				171		171			171	
07:15 PM				126		126			126	
07:30 PM				140		140			140	
07:45 PM				144		144			144	
08:00 PM				159		159			159	
08:15 PM				110		110			110	
08:30 PM				99		99			99	
08:45 PM				112		112			112	
09:00 PM				123		123			123	
09:15 PM				84		84			84	
09:30 PM				57		57			57	
09:45 PM				52		52			52	
10:00 PM				54		54			54	
10:15 PM				62		62			62	
10:30 PM				40		40			40	
10:45 PM				28		28			28	
11:00 PM				36		36			36	
11:15 PM				33		33			33	
11:30 PM				28		28			28	
11:45 PM				32		32			32	
Day Total				16726		16726			16726	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak 15-min Vol				11:30 AM 357		11:30 AM 357			11:30 AM 357	
PM Peak 15-min Vol				03:15 PM 379		03:15 PM 379			03:15 PM 379	

Comments:

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson							QC JOB #: 14831903			
SPECIFIC LOCATION: Wayne Rd btwn King and Patterson							DIRECTION: WB			
CITY/STATE: Savannah, TN							DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM				13		13			13	
12:15 AM				5		5			5	
12:30 AM				8		8			8	
12:45 AM				1		1			1	
01:00 AM				4		4			4	
01:15 AM				4		4			4	
01:30 AM				5		5			5	
01:45 AM				5		5			5	
02:00 AM				5		5			5	
02:15 AM				5		5			5	
02:30 AM				6		6			6	
02:45 AM				2		2			2	
03:00 AM				9		9			9	
03:15 AM				9		9			9	
03:30 AM				10		10			10	
03:45 AM				10		10			10	
04:00 AM				8		8			8	
04:15 AM				17		17			17	
04:30 AM				18		18			18	
04:45 AM				13		13			13	
05:00 AM				20		20			20	
05:15 AM				36		36			36	
05:30 AM				55		55			55	
05:45 AM				35		35			35	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM				55		55			55	
06:15 AM				55		55			55	
06:30 AM				66		66			66	
06:45 AM				88		88			88	
07:00 AM				95		95			95	
07:15 AM				129		129			129	
07:30 AM				162		162			162	
07:45 AM				139		139			139	
08:00 AM				100		100			100	
08:15 AM				102		102			102	
08:30 AM				99		99			99	
08:45 AM				97		97			97	
09:00 AM				102		102			102	
09:15 AM				109		109			109	
09:30 AM				110		110			110	
09:45 AM				129		129			129	
10:00 AM				119		119			119	
10:15 AM				132		132			132	
10:30 AM				128		128			128	
10:45 AM				115		115			115	
11:00 AM				148		148			148	
11:15 AM				133		133			133	
11:30 AM				179		179			179	
11:45 AM				151		151			151	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM				149		149			149	
12:15 PM				150		150			150	
12:30 PM				179		179			179	
12:45 PM				156		156			156	
01:00 PM				150		150			150	
01:15 PM				127		127			127	
01:30 PM				152		152			152	
01:45 PM				143		143			143	
02:00 PM				158		158			158	
02:15 PM				165		165			165	
02:30 PM				155		155			155	
02:45 PM				172		172			172	
03:00 PM				142		142			142	
03:15 PM				145		145			145	
03:30 PM				164		164			164	
03:45 PM				152		152			152	
04:00 PM				143		143			143	
04:15 PM				159		159			159	
04:30 PM				141		141			141	
04:45 PM				131		131			131	
05:00 PM				159		159			159	
05:15 PM				155		155			155	
05:30 PM				131		131			131	
05:45 PM				110		110			110	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM				120		120			120	
06:15 PM				111		111			111	
06:30 PM				107		107			107	
06:45 PM				88		88			88	
07:00 PM				86		86			86	
07:15 PM				59		59			59	
07:30 PM				68		68			68	
07:45 PM				53		53			53	
08:00 PM				65		65			65	
08:15 PM				51		51			51	
08:30 PM				47		47			47	
08:45 PM				57		57			57	
09:00 PM				58		58			58	
09:15 PM				39		39			39	
09:30 PM				30		30			30	
09:45 PM				28		28			28	
10:00 PM				29		29			29	
10:15 PM				36		36			36	
10:30 PM				19		19			19	
10:45 PM				17		17			17	
11:00 PM				16		16			16	
11:15 PM				19		19			19	
11:30 PM				14		14			14	
11:45 PM				17		17			17	
Day Total				7867		7867			7867	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak 15-min Vol				11:30 AM 179		11:30 AM 179			11:30 AM 179	
PM Peak 15-min Vol				12:30 PM 179		12:30 PM 179			12:30 PM 179	

Comments:

Report generated on 1/14/2019 8:58 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee							QC JOB #: 14831901			
SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee							DIRECTION: EB			
CITY/STATE: Savannah, TN							DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				30		30			30	
01:00 AM				14		14			14	
02:00 AM				19		19			19	
03:00 AM				33		33			33	
04:00 AM				47		47			47	
05:00 AM				189		189			189	
06:00 AM				240		240			240	
07:00 AM				451		451			451	
08:00 AM				410		410			410	
09:00 AM				424		424			424	
10:00 AM				416		416			416	
11:00 AM				515		515			515	
12:00 PM				495		495			495	
01:00 PM				495		495			495	
02:00 PM				528		528			528	
03:00 PM				535		535			535	
04:00 PM				552		552			552	
05:00 PM				505		505			505	
06:00 PM				380		380			380	
07:00 PM				267		267			267	
08:00 PM				241		241			241	
09:00 PM				164		164			164	
10:00 PM				85		85			85	
11:00 PM				56		56			56	
Day Total				7091		7091			7091	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 515		11:00 AM 515			11:00 AM 515	
PM Peak Volume				04:00 PM 552		04:00 PM 552			04:00 PM 552	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				56		56			56	
01:00 AM				30		30			30	
02:00 AM				36		36			36	
03:00 AM				74		74			74	
04:00 AM				115		115			115	
05:00 AM				349		349			349	
06:00 AM				503		503			503	
07:00 AM				1018		1018			1018	
08:00 AM				817		817			817	
09:00 AM				830		830			830	
10:00 AM				869		869			869	
11:00 AM				1046		1046			1046	
12:00 PM				1040		1040			1040	
01:00 PM				1026		1026			1026	
02:00 PM				1128		1128			1128	
03:00 PM				1138		1138			1138	
04:00 PM				1159		1159			1159	
05:00 PM				1063		1063			1063	
06:00 PM				784		784			784	
07:00 PM				544		544			544	
08:00 PM				438		438			438	
09:00 PM				324		324			324	
10:00 PM				181		181			181	
11:00 PM				123		123			123	
Day Total				14691		14691			14691	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 1046		11:00 AM 1046			11:00 AM 1046	
PM Peak Volume				04:00 PM 1159		04:00 PM 1159			04:00 PM 1159	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Main St btwn Pickwick and Tennessee SPECIFIC LOCATION: Main St btwn Pickwick and Tennessee CITY/STATE: Savannah, TN							QC JOB #: 14831901 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				26		26			26	
01:00 AM				16		16			16	
02:00 AM				17		17			17	
03:00 AM				41		41			41	
04:00 AM				68		68			68	
05:00 AM				160		160			160	
06:00 AM				263		263			263	
07:00 AM				567		567			567	
08:00 AM				407		407			407	
09:00 AM				406		406			406	
10:00 AM				453		453			453	
11:00 AM				531		531			531	
12:00 PM				545		545			545	
01:00 PM				531		531			531	
02:00 PM				600		600			600	
03:00 PM				603		603			603	
04:00 PM				607		607			607	
05:00 PM				558		558			558	
06:00 PM				404		404			404	
07:00 PM				277		277			277	
08:00 PM				197		197			197	
09:00 PM				160		160			160	
10:00 PM				96		96			96	
11:00 PM				67		67			67	
Day Total				7600		7600			7600	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				07:00 AM 567		07:00 AM 567			07:00 AM 567	
PM Peak Volume				04:00 PM 607		04:00 PM 607			04:00 PM 607	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna							QC JOB #: 14831902			
SPECIFIC LOCATION: Water St btwn Pickwick and Hanna							DIRECTION: EB			
CITY/STATE: Savannah, TN							DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				8		8			8	
01:00 AM				4		4			4	
02:00 AM				7		7			7	
03:00 AM				4		4			4	
04:00 AM				17		17			17	
05:00 AM				60		60			60	
06:00 AM				76		76			76	
07:00 AM				172		172			172	
08:00 AM				157		157			157	
09:00 AM				166		166			166	
10:00 AM				230		230			230	
11:00 AM				262		262			262	
12:00 PM				247		247			247	
01:00 PM				204		204			204	
02:00 PM				235		235			235	
03:00 PM				290		290			290	
04:00 PM				210		210			210	
05:00 PM				145		145			145	
06:00 PM				105		105			105	
07:00 PM				72		72			72	
08:00 PM				44		44			44	
09:00 PM				30		30			30	
10:00 PM				8		8			8	
11:00 PM				9		9			9	
Day Total				2762		2762			2762	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 262		11:00 AM 262			11:00 AM 262	
PM Peak Volume				03:00 PM 290		03:00 PM 290			03:00 PM 290	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna SPECIFIC LOCATION: Water St btwn Pickwick and Hanna CITY/STATE: Savannah, TN							QC JOB #: 14831902 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				18		18			18	
01:00 AM				10		10			10	
02:00 AM				12		12			12	
03:00 AM				14		14			14	
04:00 AM				32		32			32	
05:00 AM				96		96			96	
06:00 AM				140		140			140	
07:00 AM				401		401			401	
08:00 AM				301		301			301	
09:00 AM				305		305			305	
10:00 AM				380		380			380	
11:00 AM				461		461			461	
12:00 PM				474		474			474	
01:00 PM				375		375			375	
02:00 PM				463		463			463	
03:00 PM				529		529			529	
04:00 PM				423		423			423	
05:00 PM				289		289			289	
06:00 PM				208		208			208	
07:00 PM				130		130			130	
08:00 PM				81		81			81	
09:00 PM				62		62			62	
10:00 PM				24		24			24	
11:00 PM				18		18			18	
Day Total				5246		5246			5246	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 461		11:00 AM 461			11:00 AM 461	
PM Peak Volume				03:00 PM 529		03:00 PM 529			03:00 PM 529	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Water St btwn Pickwick and Hanna SPECIFIC LOCATION: Water St btwn Pickwick and Hanna CITY/STATE: Savannah, TN							QC JOB #: 14831902 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				10		10			10	
01:00 AM				6		6			6	
02:00 AM				5		5			5	
03:00 AM				10		10			10	
04:00 AM				15		15			15	
05:00 AM				36		36			36	
06:00 AM				64		64			64	
07:00 AM				229		229			229	
08:00 AM				144		144			144	
09:00 AM				139		139			139	
10:00 AM				150		150			150	
11:00 AM				199		199			199	
12:00 PM				227		227			227	
01:00 PM				171		171			171	
02:00 PM				228		228			228	
03:00 PM				239		239			239	
04:00 PM				213		213			213	
05:00 PM				144		144			144	
06:00 PM				103		103			103	
07:00 PM				58		58			58	
08:00 PM				37		37			37	
09:00 PM				32		32			32	
10:00 PM				16		16			16	
11:00 PM				9		9			9	
Day Total				2484		2484			2484	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				07:00 AM 229		07:00 AM 229			07:00 AM 229	
PM Peak Volume				03:00 PM 239		03:00 PM 239			03:00 PM 239	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson							QC JOB #: 14831903			
SPECIFIC LOCATION: Wayne Rd btwn King and Patterson							DIRECTION: EB			
CITY/STATE: Savannah, TN							DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				37		37			37	
01:00 AM				17		17			17	
02:00 AM				23		23			23	
03:00 AM				26		26			26	
04:00 AM				58		58			58	
05:00 AM				149		149			149	
06:00 AM				230		230			230	
07:00 AM				439		439			439	
08:00 AM				485		485			485	
09:00 AM				520		520			520	
10:00 AM				567		567			567	
11:00 AM				687		687			687	
12:00 PM				755		755			755	
01:00 PM				621		621			621	
02:00 PM				662		662			662	
03:00 PM				852		852			852	
04:00 PM				745		745			745	
05:00 PM				638		638			638	
06:00 PM				466		466			466	
07:00 PM				315		315			315	
08:00 PM				260		260			260	
09:00 PM				161		161			161	
10:00 PM				83		83			83	
11:00 PM				63		63			63	
Day Total				8859		8859			8859	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 687		11:00 AM 687			11:00 AM 687	
PM Peak Volume				03:00 PM 852		03:00 PM 852			03:00 PM 852	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: EB, WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				64		64			64	
01:00 AM				35		35			35	
02:00 AM				41		41			41	
03:00 AM				64		64			64	
04:00 AM				114		114			114	
05:00 AM				295		295			295	
06:00 AM				494		494			494	
07:00 AM				964		964			964	
08:00 AM				883		883			883	
09:00 AM				970		970			970	
10:00 AM				1061		1061			1061	
11:00 AM				1298		1298			1298	
12:00 PM				1389		1389			1389	
01:00 PM				1193		1193			1193	
02:00 PM				1312		1312			1312	
03:00 PM				1455		1455			1455	
04:00 PM				1319		1319			1319	
05:00 PM				1193		1193			1193	
06:00 PM				892		892			892	
07:00 PM				581		581			581	
08:00 PM				480		480			480	
09:00 PM				316		316			316	
10:00 PM				184		184			184	
11:00 PM				129		129			129	
Day Total				16726		16726			16726	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 1298		11:00 AM 1298			11:00 AM 1298	
PM Peak Volume				03:00 PM 1455		03:00 PM 1455			03:00 PM 1455	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Wayne Rd btwn King and Patterson SPECIFIC LOCATION: Wayne Rd btwn King and Patterson CITY/STATE: Savannah, TN							QC JOB #: 14831903 DIRECTION: WB DATE: Jan 10 2019 - Jan 10 2019			
Start Time	Mon	Tue	Wed	Thu 10 Jan 19	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				27		27			27	
01:00 AM				18		18			18	
02:00 AM				18		18			18	
03:00 AM				38		38			38	
04:00 AM				56		56			56	
05:00 AM				146		146			146	
06:00 AM				264		264			264	
07:00 AM				525		525			525	
08:00 AM				398		398			398	
09:00 AM				450		450			450	
10:00 AM				494		494			494	
11:00 AM				611		611			611	
12:00 PM				634		634			634	
01:00 PM				572		572			572	
02:00 PM				650		650			650	
03:00 PM				603		603			603	
04:00 PM				574		574			574	
05:00 PM				555		555			555	
06:00 PM				426		426			426	
07:00 PM				266		266			266	
08:00 PM				220		220			220	
09:00 PM				155		155			155	
10:00 PM				101		101			101	
11:00 PM				66		66			66	
Day Total				7867		7867			7867	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 611		11:00 AM 611			11:00 AM 611	
PM Peak Volume				02:00 PM 650		02:00 PM 650			02:00 PM 650	

Comments:



Appendix B: FIELD INVENTORY

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

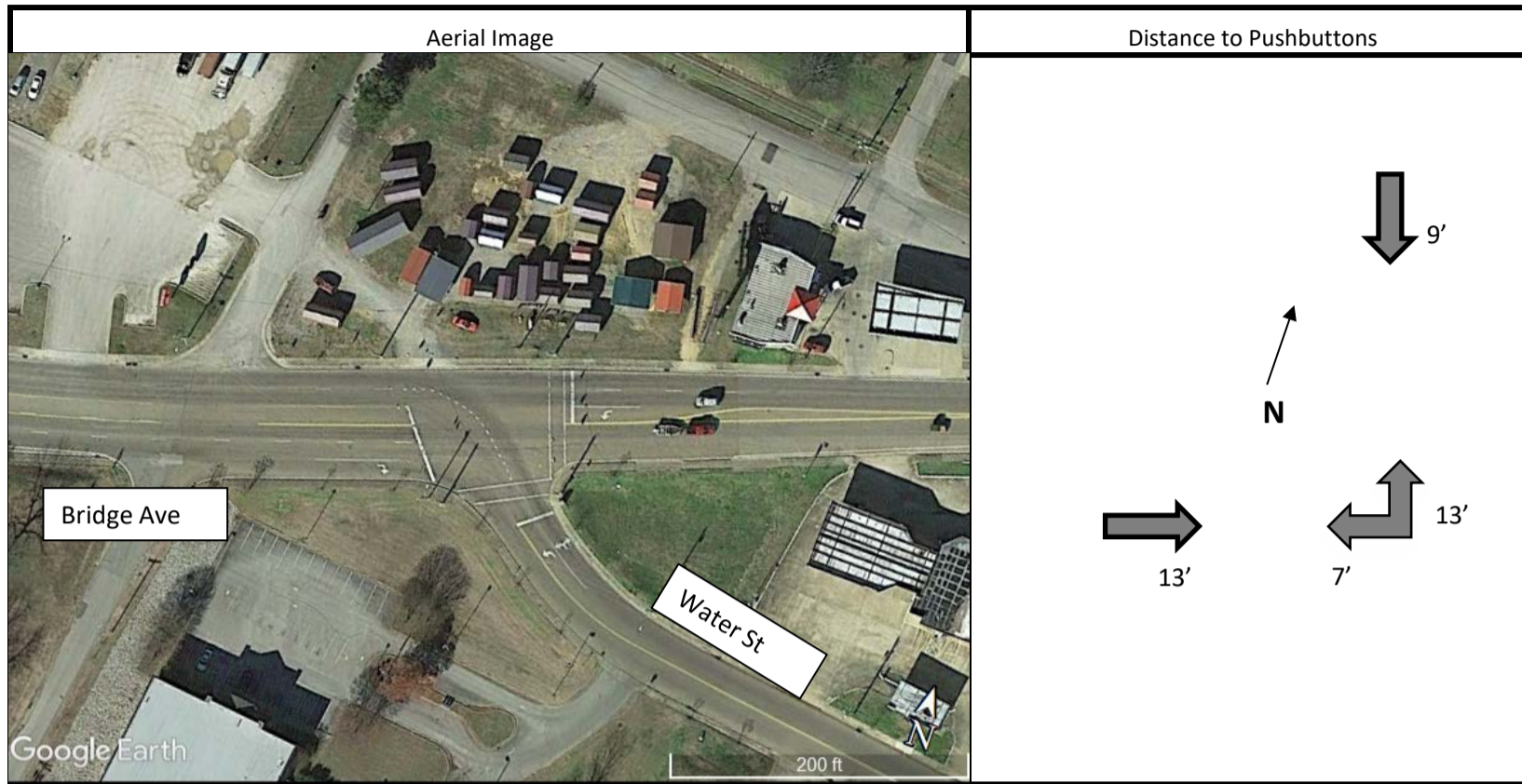


in cooperation with



Field Inventory


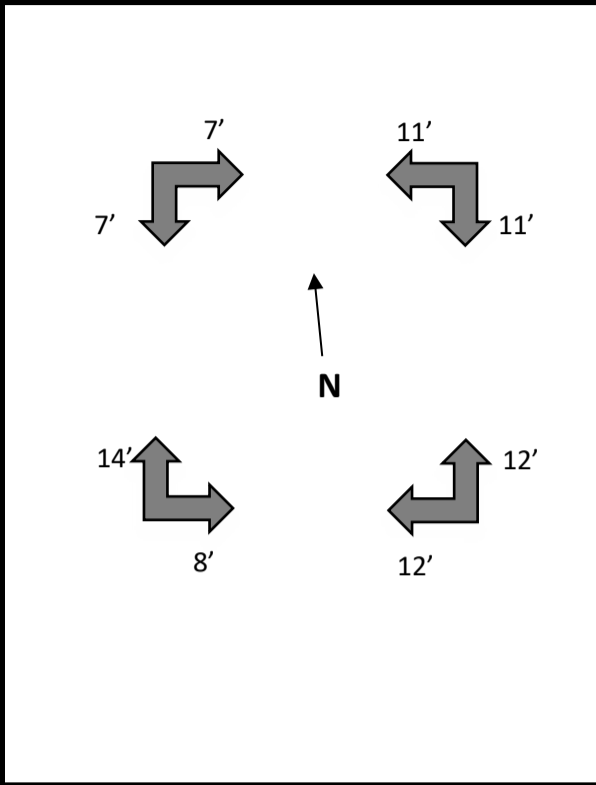
ID Number: **1**
 Intersection: **U.S. 64 (SR-15) Bridge Avenue/Water Street**

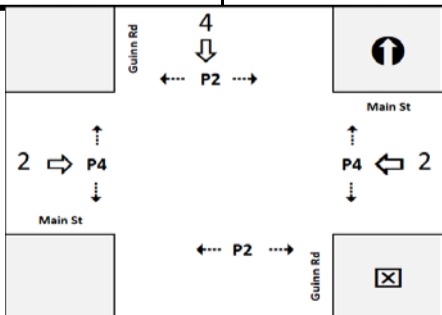


	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Water St	n/a	Bridge Ave	Bridge Ave
	Speed Limits (mph)	35	n/a	35	35
	Lane Assignments	L-RL	n/a	T-T-R	L-T-T
	Lane Widths (ft)	12-13	n/a	12-12-14	12-12-12
	Crosswalk width (ft)	74	n/a	60	n/a
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	+4.50	n/a	-1.00	+1.50
	Storage Bay Length	L=75'	n/a	R=75'	L=50'
	Right Turn on Red	Y	n/a	Y	N
Volume Settings	Adjacent Bus Stops	N	n/a	N	N
	Adjacent Parking	N	n/a	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-130A2L,1-130	n/a	1-130,1-150A2R	1-150A2L,1-130
	Vehicle detection (Phase)	φ4	n/a	φ2	φ1,φ6
	Pedestrian Heads	Y	n/a	Y	N
	Ped Push Buttons	Y	n/a	Y	N
Misc. Info.	Signing / Restrictions / School Zone	N	n/a	N	N
I/S Width		110'	n/a	100'	110'
Signal Phasing					
Notes		No overlap programmed.	Message board for trucks detour to Water St.	Cabinet won't close due to message board cable.	"Don't Walk" LED out on all peds.

Field Inventory

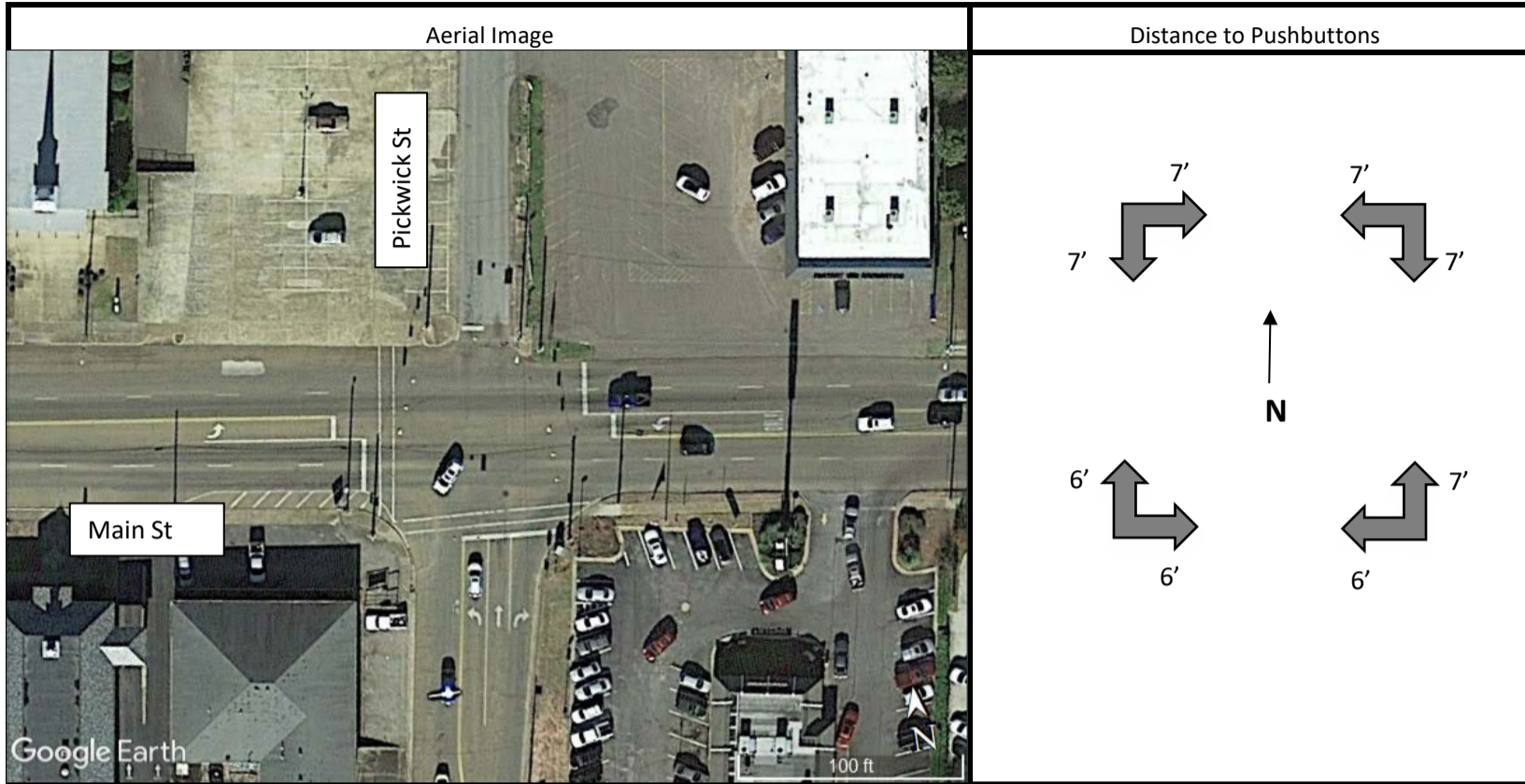
ID Number: **2**
 Intersection: **U.S.64 (SR-15) Main Street/Guinn Street**

Aerial Image	Distance to Pushbuttons
	

	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Guinn St	Guinn St	Main St	Main St
	Speed Limits (mph)	30	30	35	35
	Lane Assignments	n/a	LTR	TR	LT-R
	Lane Widths (ft)	n/a	20	18	12-14
	Crosswalk width (ft)	74	77	44	44
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	-1.00	-1.00	+1.00	-2.50
	Storage Bay Length	n/a	CONTINUOUS	CONTINUOUS	R=75'
	Right Turn on Red	N	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	Y	Y	Y	Y
Timing / Phasing Settings	Signal Heads (Number & type)	n/a	2-130	2-130	1-130,1-130A2R
	Vehicle detection (Phase)	n/a	φ4	φ2	φ2
	Pedestrian Heads	Y	Y	Y	Y
	Ped Push Buttons	Y	Y	Y	Y
Misc. Info.	Signing / Restrictions / School Zone	One Way-southbound			
I/S Width		n/a	100'	65'	65'
Signal Phasing					
Notes		Southeast corner PPB needs to be fixed for NB direction		RT arrow conflicts with WB ped movement. Arrow remains green even with "Walk"	

Field Inventory

ID Number: **n/a**
 Intersection: **U.S. 64 (SR-15) Main Street/(SR-128) Pickwick Street**

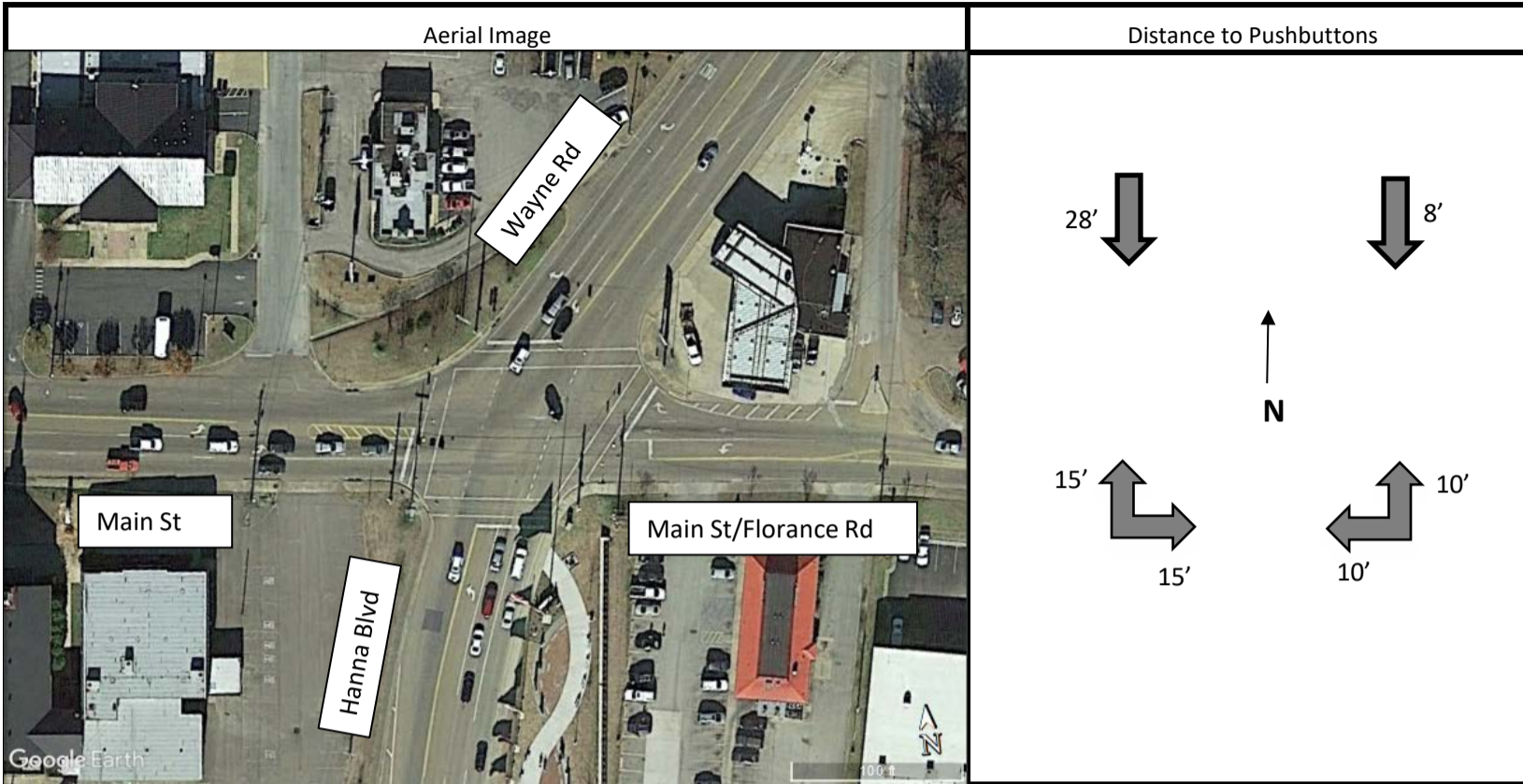


	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Pickwick St	Pickwick St	Main St	Main St
	Speed Limits (mph)	35	35	35	35
	Lane Assignments	L-T-R	LTR	L-T-TR	L-LT-TR
	Lane Widths (ft)	12-12-12	13	12-12-14	12-12-13
	Crosswalk width (ft)	73	82	72	28
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	+1.00	+0.50	-1.00	+2.00
	Storage Bay Length	L=75'	CONTINUOUS	L=125'	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-130A2L,1-130, 1-150A2R	2-130	1-130A2L,2-130	1-130A2L,1-140A1L, 1-130
	Vehicle detection (Phase)	φ5,φ2	φ6	φ7,φ4	φ3,φ8
	Pedestrian Heads	Y	Y	Y	Y
	Ped Push Buttons	Y	Y	Y	Y
Misc. Info.	Signing / Restrictions / School Zone	N	N	N	N
I/S Width		95'	95'	95'	95'
Signal Phasing					
Notes		Video Detection Audible Peds	Video Detection Audible Peds	Video Detection Audible Peds	Video Detection Audible Peds

Field Inventory

ID Number: 4

Intersection: U.S. 64 (SR-15) Main St. /U.S. 64 (SR-15) Wayne Road/(SR-69) Florence Road/Hanna Boulevard

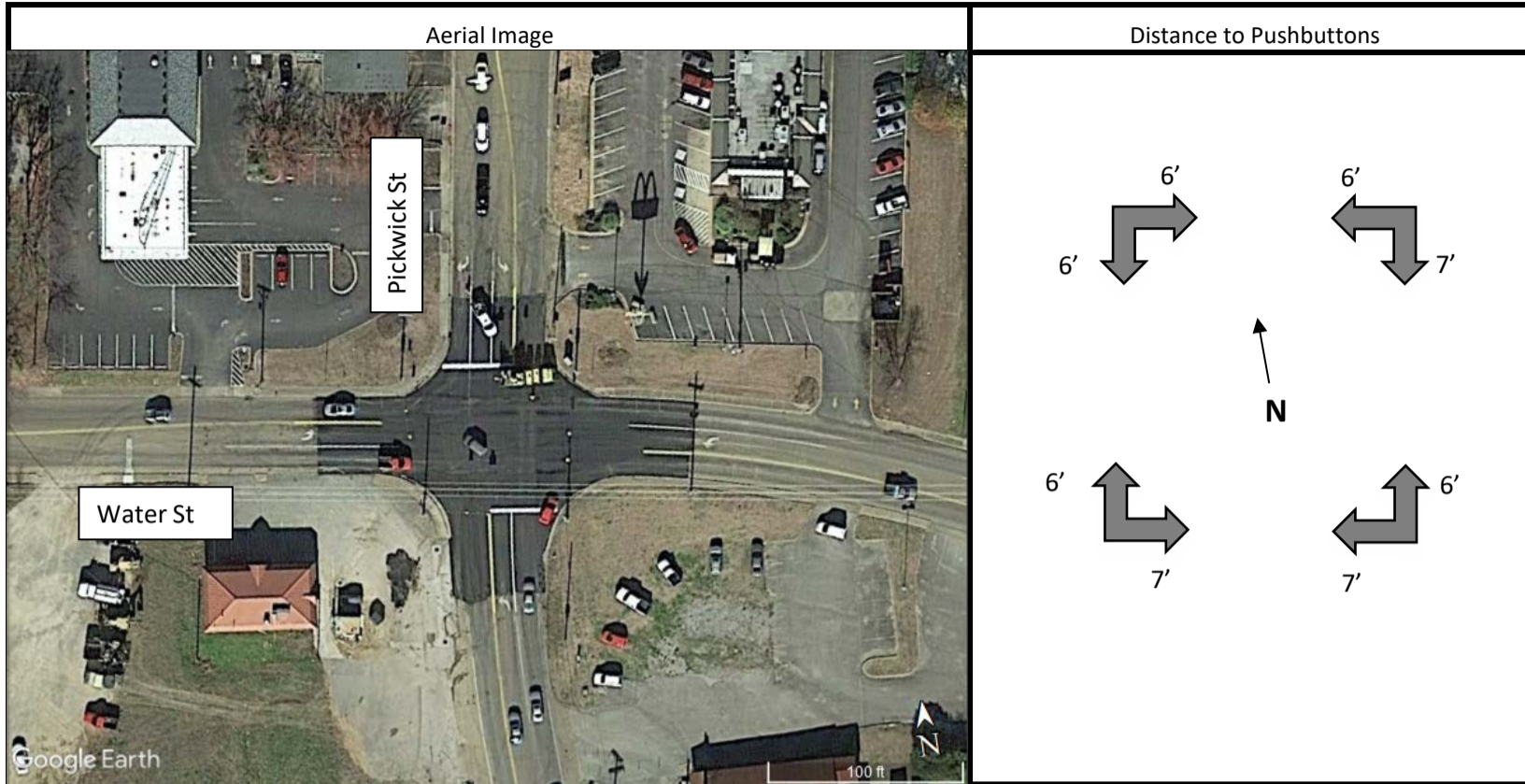


	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Hanna Blvd	Wayne Rd	Main St	Main St/Florence Rd
	Speed Limits (mph)	35	35	35	35
	Lane Assignments	L-T-TR	L-T-R	L-TR	L-T-R
	Lane Widths (ft)	12-12-12	12-12-12	13-12	12-12-14
	Crosswalk width (ft)	86	81	84	120
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	+0.50	-2.00	-1.00	-1.50
	Storage Bay Length	TWLTL	TWLTL	L=100'	L=125',R=40'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	1-150A2L,1-150A2R	1-150A2L,1-130	1-150A2L,1-130
	Vehicle detection (Phase)	φ3,φ8	φ4,φ7	φ2,φ5	φ1,φ6
	Pedestrian Heads	Y	Y	Y	N
	Ped Push Buttons	Y	Y	Y	Y
Misc. Info.	Signing / Restrictions / School Zone	N	N	N	N
I/S Width		121'	117'	120'	128'
Signal Phasing					
Notes				"Don't Walk" out at SWC (EB C/W)	Crosswalk w/no peds

Field Inventory Date: 1/16/2019

Field Inventory

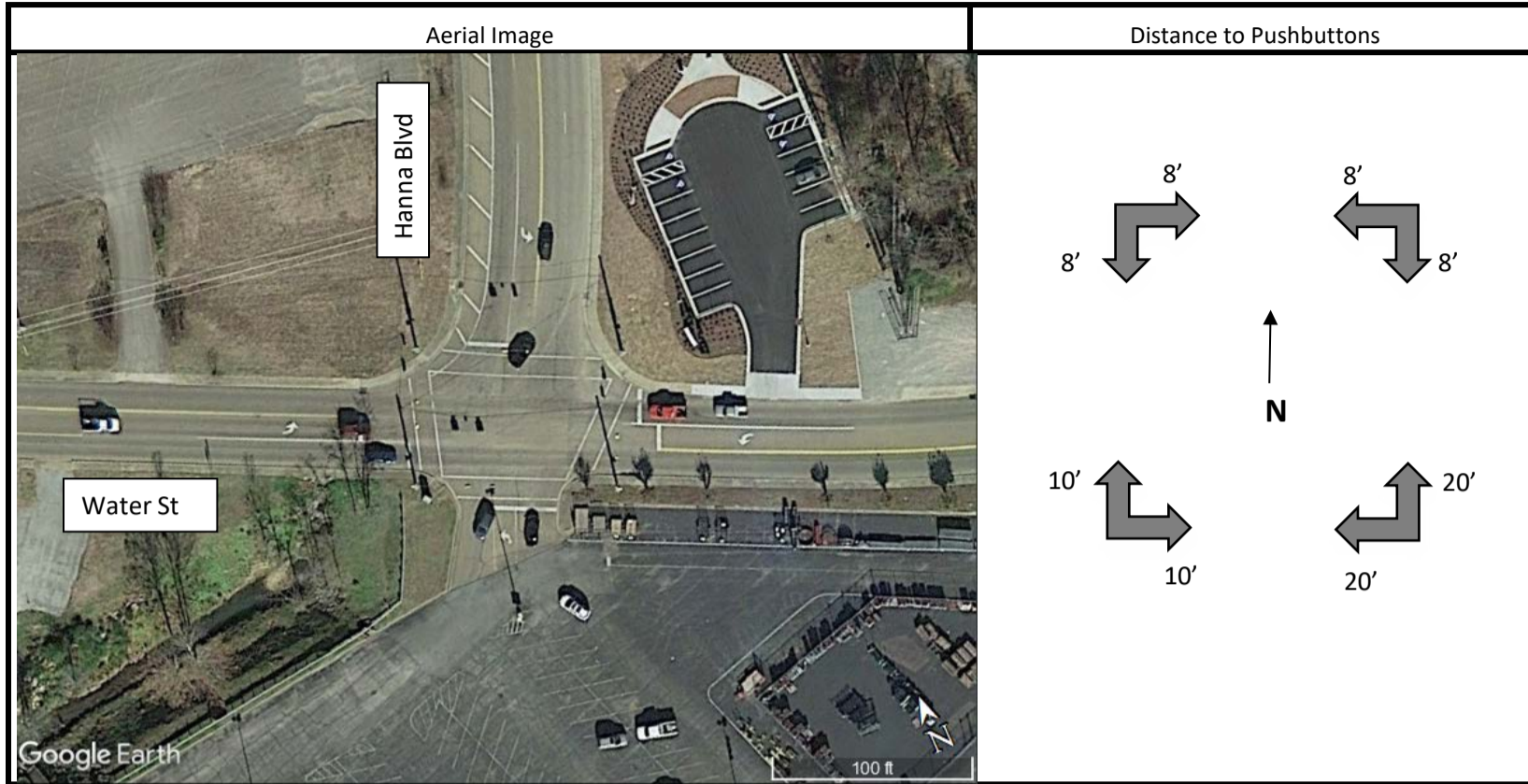
ID Number: **n/a**
 Intersection: **Water Street/(SR-128) Pickwick Street**



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Pickwick St	Pickwick St	Water St	Water St
	Speed Limits (mph)	40	35	35	35
	Lane Assignments	L-T-TR	L-T-TR	L-T-TR	L-TR
	Lane Widths (ft)	12-12-12	11-12-12	11-11-12	12-12
	Crosswalk width (ft)	88	65	96	87
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	+2.00	-1.50	+1.50	+3.50
	Storage Bay Length	TWLTL	L=100'	L=100'	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	1-150A2L,1-130	1-150A2L,1-130, 1-150A2R	1-150A2L,1-130
	Vehicle detection (Phase)	φ5,φ2	φ1,φ6	φ7,φ4	φ3,φ8
	Pedestrian Heads	Y	Y	Y	Y
	Ped Push Buttons	Y	Y	Y	Y
Misc. Info.	Signing / Restrictions / School Zone	N	N	N	N
I/S Width		75'	75'	115'	115'
Signal Phasing					
Notes		No RTOL but RT arrow. Audible, video detection on all approaches, all posts	Audible, video detection on all approaches, all posts	Audible, video detection on all approaches, all posts	Audible, video detection on all approaches, all posts

Field Inventory

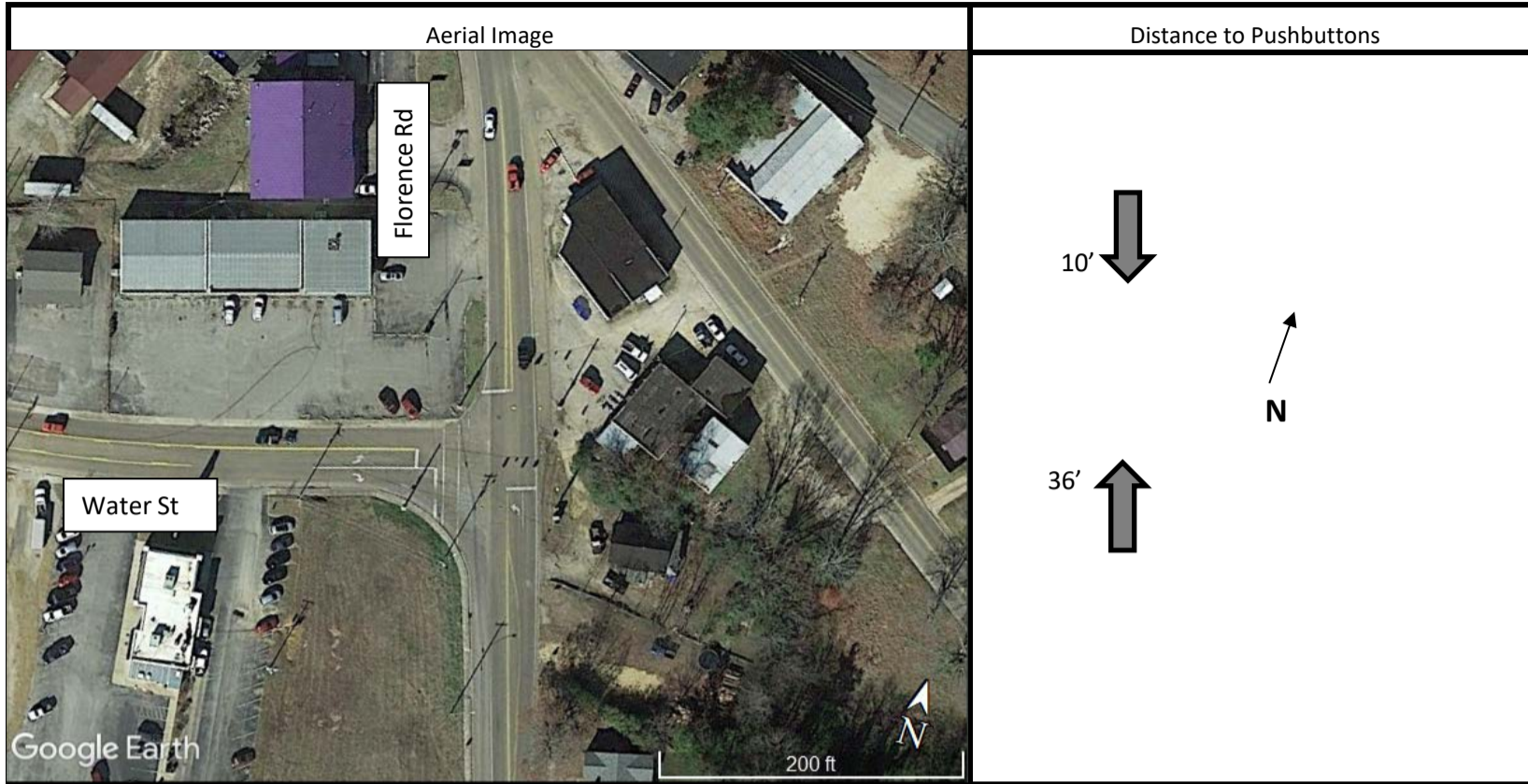
ID Number: **n/a**
 Intersection: **Water Street/Hanna Boulevard**



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Hanna Blvd	Hanna Blvd	Water St	Water St
	Speed Limits (mph)	15	35	35	35
	Lane Assignments	L-TR	L-TR	L-TR	L-TR
	Lane Widths (ft)	12-14	12-12	12-13	12-13
	Crosswalk width (ft)	58	59	64	92
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	+1.50	-1.00	-1.00	+0.50
	Storage Bay Length	L=75'	TWLTL	TWLTL	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	1-150A2L,1-150A2R	1-150A2L,1-130	1-150A2L,1-130
	Vehicle detection (Phase)	φ3,φ8	φ7,φ4	φ5,φ2	φ1,φ6
	Pedestrian Heads	Y	Y	Y	Y
	Ped Push Buttons	Y	Y	Y	Y
Misc. Info.	Signing / Restrictions / School Zone	N	N	N	N
I/S Width		80'	80'	115'	115'
Signal Phasing					
Notes		Bulbs out at SWC ped for "Don't Walk"	SB RT arrow comes up but didn't see overlap programmed	Ped at SEC & NEC shows both "Walk" and "Don't Walk"	5-sec w/shared TR, no overlap. Bad detection φ5 (random calls)

Field Inventory

ID Number: **11**
 Intersection: **Water Street/SR-69 (Florence Road)**



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Florence Rd	Florence Rd	Water St	n/a
	Speed Limits (mph)	35	35	35	n/a
	Lane Assignments	L-T	TR	L-R	n/a
	Lane Widths (ft)	12-12	12	13-13	n/a
	Crosswalk width (ft)	n/a	74	n/a	n/a
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	n/a
	Approach Grade (%)	-2.50	+2.00	-0.50	n/a
	Storage Bay Length	L=50'	TWLTL	L=75',R=100'	n/a
	Right Turn on Red	N	Y	Y	n/a
Volume Settings	Adjacent Bus Stops	N	N	N	n/a
	Adjacent Parking	N	N	N	n/a
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L,1-130	2-130	1-130,1-150A2R	n/a
	Vehicle detection (Phase)	φ1,φ6	φ2	φ4	n/a
	Pedestrian Heads	N	Y	N	n/a
	Ped Push Buttons	N	Y	N	n/a
Misc. Info.	Signing / Restrictions / School Zone	"West Truck"	n/a	n/a	n/a
I/S Width		65'	105'	78'	n/a
Signal Phasing					
Notes		φ1 constant call.	Need for pedestal pole (sight distance issue)		

Field Inventory

ID Number: **n/a**
 Intersection: **U.S. 64 (SR-15) Wayne Road/King Street**

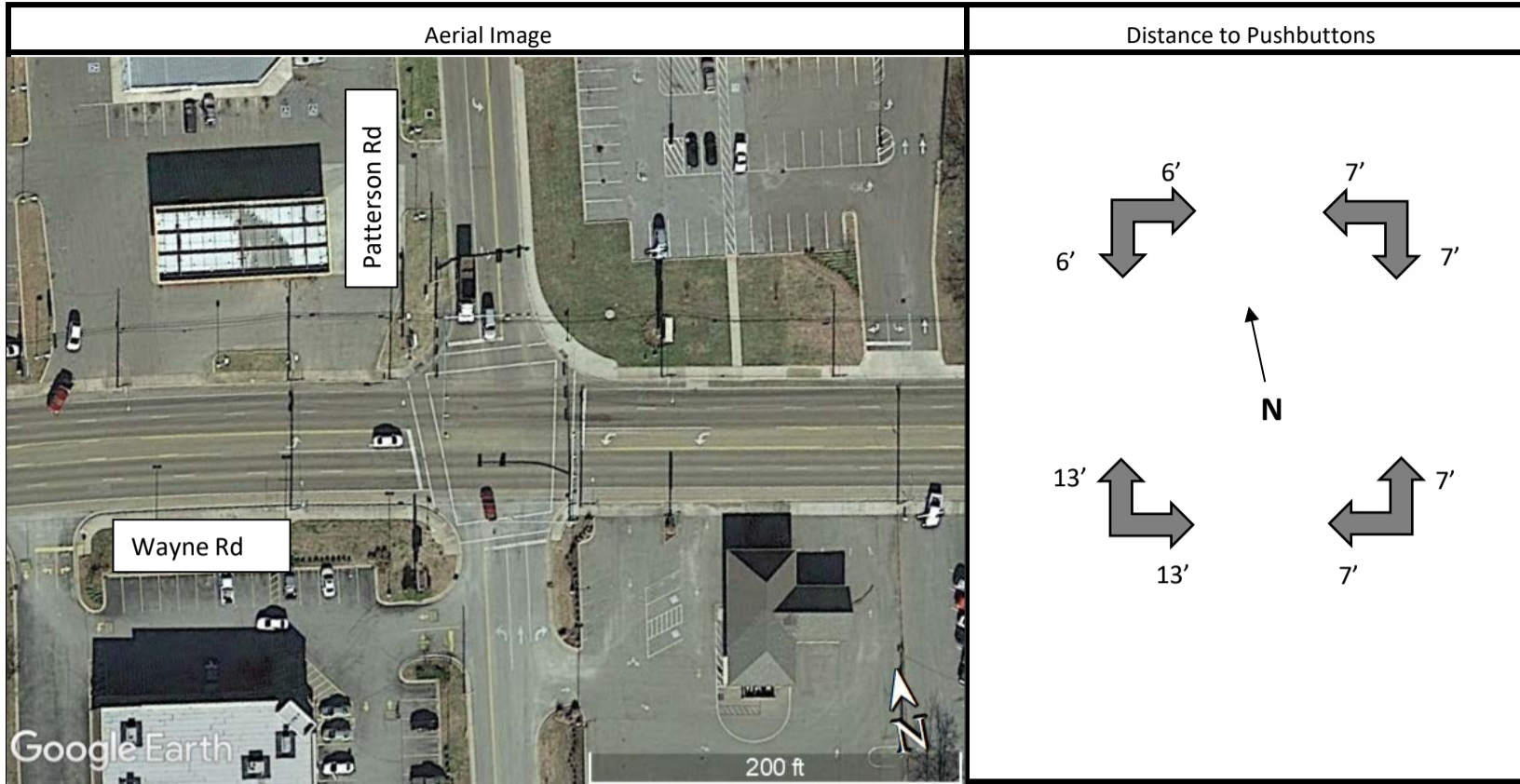


	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Store	King St	Wayne Rd	Wayne Rd
	Speed Limits (mph)	n/a	30	35	35
	Lane Assignments	LTR	LTR	L-T-TR	L-T-TR
	Lane Widths (ft)	Driveway	14	12-12-12	12-12-12
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	-1.00	-1.00	-1.00	+0.50
	Storage Bay Length	n/a	CONTINUOUS	TWLTL	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	n/a	2-130	1-150A2L,1-130	2-130
	Vehicle detection (Phase)	n/a	φ3	φ1,φ2	φ2
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		n/a	75'	90'	90'
Signal Phasing					
Notes		No signal heads.		φ1,φ2 overlap.	

Field Inventory Date: 1/16/2019

Field Inventory

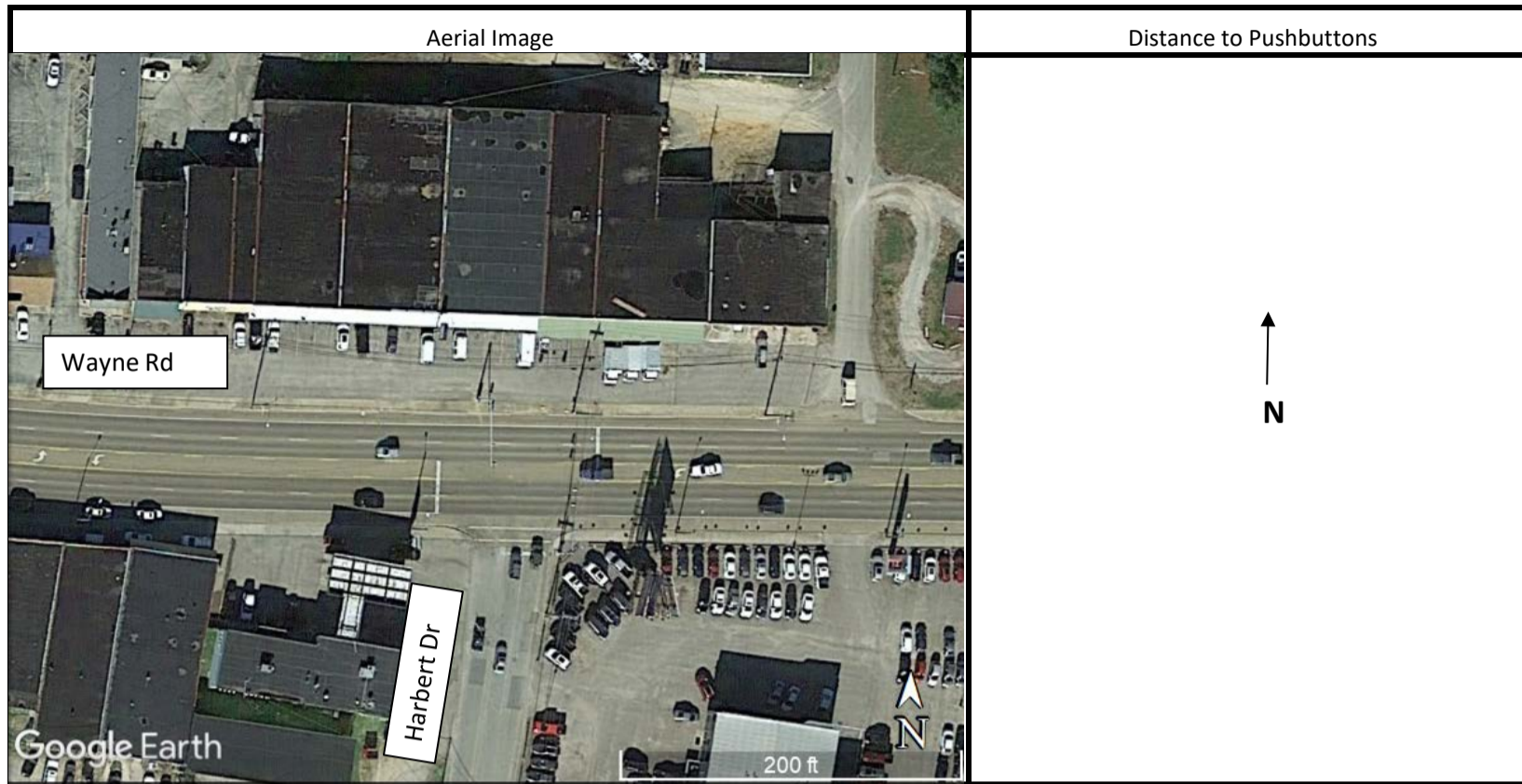
ID Number: **6**
 Intersection: **U.S. 64 (SR-15) Wayne Road/Patterson Road**



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Patterson Rd	Patterson Rd	Wayne Rd	Wayne Rd
	Speed Limits (mph)	35	35	35	35
	Lane Assignments	L-T-R	L-TR	L-T-TR	L-T-TR
	Lane Widths (ft)	12-12-12	12-12	12-12-12	12-12-12
	Crosswalk width (ft)	87	87	58	76
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	-1.50	-1.00	-0.50	+0.50
	Storage Bay Length	L=65', R=65'	L=180'	TWLTL	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-150A2L, 1-130	1-150A2L, 1-130	1-150A2L, 2-130	1-150A2L, 2-130
	Vehicle detection (Phase)	φ3, φ8	φ7, φ4	φ5, φ2	φ1, φ6
	Pedestrian Heads	Y	Y	Y	Y
	Ped Push Buttons	Y	Y	Y	Y
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		110'	110'	90'	90'
Signal Phasing					
Notes					

Field Inventory

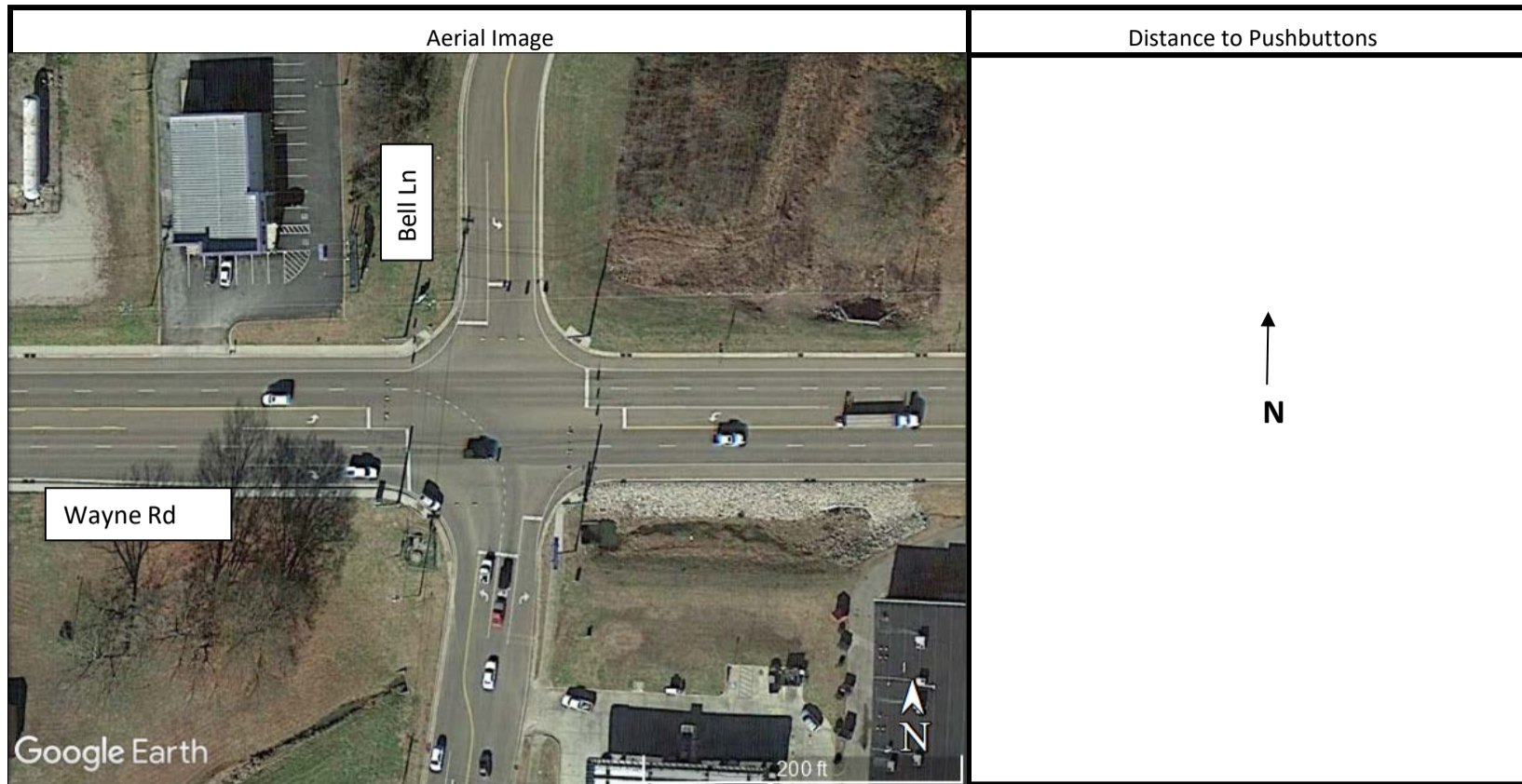
ID Number: **7**
 Intersection: **U.S. 64 (SR-15) Wayne Road/Harbert Drive**



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Harbert Dr	n/a	Wayne Road	Wayne Road
	Speed Limits (mph)	35	n/a	40	40
	Lane Assignments	L-TR	LTR	L-T-TR	L-T-TR
	Lane Widths (ft)	12-12	15	12-12-12	12-12-12
	Crosswalk width (ft)	45	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	0.00	0.00	-0.50	+0.50
	Storage Bay Length	L=100'	n/a	TWLTL	TWLTL
	Right Turn on Red	Y	n/a	Y	n/a
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	2-130	n/a	2-130	1-150A2L, 1-130
	Vehicle detection (Phase)	φ3	n/a	φ2	φ1,φ2
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		75'	75'	90'	90'
Signal Phasing					
Notes		Blank Controller	No signal for approach.	φ1,φ2 overlap.	

Field Inventory

ID Number: **8**
 Intersection: **U.S. 64 (SR-15) Wayne Road/Bell Lane**

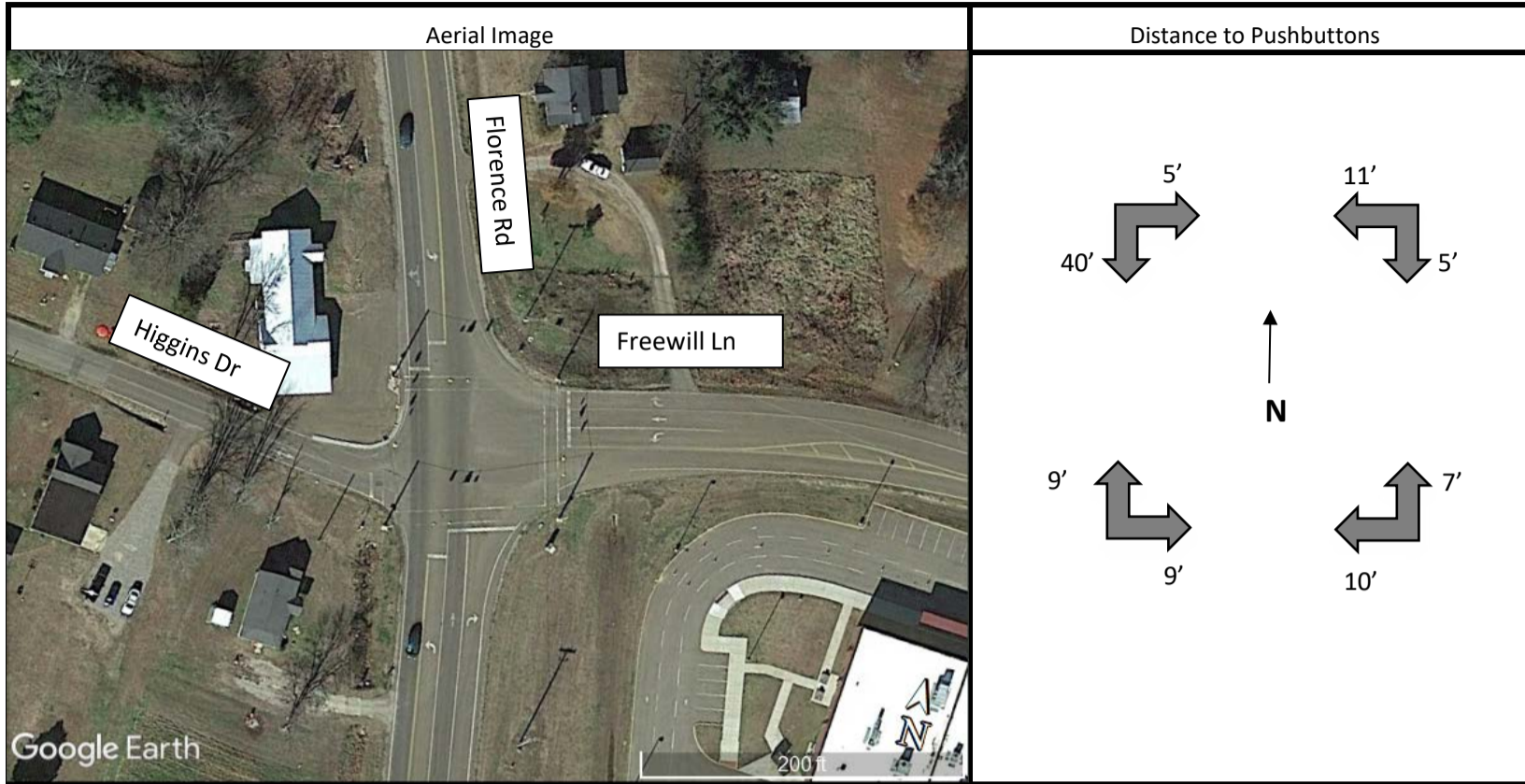


	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Bell Ln	Bell Ln	Wayne Rd	Wayne Rd
	Speed Limits (mph)	35	35	40	40
	Lane Assignments	L-LT-R	L-TR	L-T-T-R	L-T-R
	Lane Widths (ft)	12-12-12	12-12	12-12-12-12	12-12-12
	Crosswalk width (ft)	n/a	n/a	n/a	n/a
	Distance from Ped Push button to curb	n/a	n/a	n/a	n/a
	Approach Grade (%)	+0.50	0.00	-1.00	+0.50
	Storage Bay Length	L=50', LT=85', R=110'	L=80'	TWLTL, R=120'	TWLTL
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	1-130A2L, 1-140A1L, 1-150A2R	1-140A1L, 1-130	1-150A2L, 1-130, 1-150A2R	1-150A2L, 2-130
	Vehicle detection (Phase)	φ3	φ4	φ5, φ2, 0Lφ3	φ1, φ6
	Pedestrian Heads	N	N	N	N
	Ped Push Buttons	N	N	N	N
Misc. Info.	Signing / Restrictions / School Zone	n/a	n/a	n/a	n/a
I/S Width		140'	120'	110'	110'
Signal Phasing					
Notes					

Field Inventory Date: 1/16/2019

Field Inventory

ID Number: **n/a**
 Intersection: **SR-69 (Florence Road)/Higgins Drive/Freewill Lane**



	Notes / Direction	NB	SB	EB	WB
Lane Settings	Street Name	Florence Rd	Florence Rd	Higgins Dr	Freewill Ln
	Speed Limits (mph)	45	45	15	35
	Lane Assignments	L-T-R	L-TR	LTR	L-T-R
	Lane Widths (ft)	11-12-21	12-12	13	11-12-12
	Crosswalk width (ft)	76	40	90	83
	Distance from Ped Push button to curb	See diagram	See diagram	See diagram	See diagram
	Approach Grade (%)	+0.50	-0.50	-1.00	+1.00
	Storage Bay Length	L=180',R=200'	L=180'	CONTINUOUS	L=95',R=300'
	Right Turn on Red	Y	Y	Y	Y
Volume Settings	Adjacent Bus Stops	N	N	N	N
	Adjacent Parking	N	N	N	N
Timing / Phasing Settings	Signal Heads (Number & type)	150A2L,1-130	150A2L,1-130	150A2L,1-130	1-150A2L,1-130, 1-150A2R
	Vehicle detection (Phase)	φ5,φ2	φ1,φ6	φ3	φ4,OLφ1
	Pedestrian Heads	Y	Y	Y	Y
	Ped Push Buttons	Y	Y	Y	Y
Misc. Info.	Signing / Restrictions / School Zone				School Zone: East Harden Elementary
I/S Width		100'	100'	115'	120'
Signal Phasing					
Notes		No ADA ramp. Clock set to one week prior and wrong time.	PPB on pole is 40' away from crosswalk.	No ADA ramp.	Damaged Loop Detector. No ramp at NEC. φ1/φ4 overlap.



Appendix C: CRASH DATA

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



in cooperation with



SAVANNAH TSMO
CRASH DATA ANALYSIS (2016-2018)

LOCATION Intersection	CRASH TYPE				MANNER OF COLLISION				VOLUME	STATISTICAL COMPUTATIONS			
	Total Number of Crashes	Property Damage	Injury	Fatal	Rear-End	Angle	HeadOn	Sideswipe	Avg Entering Traffic Volume (vpd)	Crash Rate	Critical Crash Rate	TN Statewide Avg Crash Rate	Equiv PDO Rating ¹
Water @ Main	6	5	1	0	3	3	0	0	17,574	0.312	0.778	0.772	16
Main @ Guinn	8	7	1	0	4	1	0	3	14,983	0.488	0.844	0.837	18
Main @ Pickwick	61	51	10	0	35	15	2	9	19,016	2.930	0.778	0.772	161
Main @ Wayne	40	32	8	0	13	14	3	10	19,592	1.865	0.778	0.772	120
Water @ Pickwick	15	13	2	0	8	4	0	3	13,288	1.031	0.673	0.666	35
Water @ Hannah	4	4	0	0	3	0	0	1	7,504	0.487	0.675	0.666	4
Water @ Florence	8	5	3	0	7	1	0	0	9,290	0.786	0.674	0.666	38
Florence @ Higgins	1	0	1	0	0	1	0	0	6,008	0.152	0.676	0.666	11
Wayne @ Kings	14	11	3	0	8	3	0	3	18,009	0.710	0.778	0.772	44
Wayne @ Patterson	19	16	3	0	10	2	1	6	19,151	0.906	0.778	0.772	49
Wayne @ Herbert	9	8	1	0	3	3	0	3	17,959	0.458	0.778	0.772	19
Wayne @ Bell	18	11	7	0	5	9	0	4	19,401	0.847	0.778	0.772	88

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

Query: SR-15 Crashes
 CR_CRASH.County = HARDIN
 CR_CRASH.Route = SR015
 CR_CRASH.Log Mile <= 6.73 And CR_CRASH.Log Mile <= 9.329
 CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016
 BLM

Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Ge	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incur Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
6.785 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	1013945421	Along Roadway	2018	3/15/2018		1952 Suspected Serious Injury	0	1	1	0	0	3 Vehicle in Transport	ANGLE	Clear	Dusk	Automatic
6.865 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	1013517515	Along Roadway	2016	4/4/2016		1853 Suspected Minor Injury	0	1	0	0	1	2 Foli/Jumped from Vehicle	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
6.912 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101617086	Along Roadway	2017	4/16/2017		1745 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
6.956 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101739739	Along Roadway	2017	8/23/2017		2004 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark Lighted	Automatic
6.988 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101752139	Along Roadway	2017	9/6/2017		933 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Clear	Daylight	Automatic
7.027 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	10140392	Along Roadway	2016	10/12/2016		1053 Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.104 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101738819	Along Roadway	2017	8/20/2017		2153 Suspected Minor Injury	0	1	0	1	1	Pedestrian	NO COLLISION W/ VEHICLE	Clear	Dark Lighted	Automatic
7.177 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	10205497	At an Intersection	2018	6/22/2018		1715 Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.184 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101845601	Along Roadway	2017	12/1/2017		1145 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR TO SIDE	Clear	Daylight	Automatic
7.221 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101462689	Along Roadway	2016	11/28/2016		1445 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
7.285 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101186683	Along Roadway	2016	5/7/2016		1435 Suspected Minor Injury	0	0	0	1	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Clear	Daylight	Automatic
7.32 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101952235	At an Intersection	2018	3/21/2018		1150 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.327 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101877295	Along Roadway	2017	10/27/2017		1920 Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
7.328 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	102188457	Along Roadway	2018	10/24/2018		2006 Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	HEAD-ON	Cloudy	Dark Lighted	Automatic
7.329 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101361502	Along Roadway	2016	9/14/2016		1534 Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.329 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101396475	Along Roadway	2016	10/1/2016		2231 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.344 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101472750	Along Roadway	2016	12/9/2016		2113 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Dark Lighted	Automatic
7.35 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101352181	Along Roadway	2016	9/2/2016		1159 Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.357 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	102198007	Along Roadway	2018	10/26/2018		544 Prop Damage (over)	0	0	0	0	4	Vehicle in Transport	SIDEWIPPE, SAME DIR	Rain	Dark Lighted	Automatic
7.363 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101272628	Along Roadway	2016	6/24/2016		1732 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.391 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101126653	Along Roadway	2016	3/3/2016		811 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
7.465 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101322113	Along Roadway	2016	5/25/2016		1838 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dark Lighted	Automatic
7.415 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101131308	Along Roadway	2016	3/10/2016		1223 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
7.472 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101847920	Along Roadway	2017	12/4/2017		1500 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Cloudy	Daylight	Automatic
7.486 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101127752	Along Roadway	2016	1/4/2016		1647 Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.502 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101938405	Along Roadway	2018	3/5/2018		2015 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dark Lighted	Automatic
7.511 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101643110	Along Roadway	2017	5/13/2017		1336 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.614 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101866196	Along Roadway	2017	12/20/2017		1258 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
7.728 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	102093161	At an Intersection	2018	6/9/2018		1508 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Clear	Daylight	Automatic
7.746 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101196307	Along Roadway	2016	5/17/2016		745 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
7.813 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101918454	Along Roadway	2018	2/16/2018		1604 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
7.868 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	102137552	Along Roadway	2018	9/7/2018		1837 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Cloudy	Dusk	Automatic
7.965 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	102346892	Along Roadway	2016	8/26/2016		1026 Suspected Minor Injury	0	1	0	1	3	Vehicle in Transport	SIDEWIPPE, SAME DIR	Clear	Daylight	Automatic
7.977 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	102151502	Along Roadway	2018	9/20/2018		1304 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
8.076 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101759475	Along Roadway	2017	9/13/2017		1153 Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
8.086 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101925590	At an Intersection	2018	2/26/2018		1009 Suspected Serious Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
8.112 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101950402	Along Roadway	2018	1/27/2018		1005 Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
8.134 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	102207598	Along Roadway	2018	11/10/2018		1653 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dusk	Automatic
8.135 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	10195496	Along Roadway	2018	11/5/2018		1249 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Clear	Daylight	Automatic
8.191 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101468226	Along Roadway	2016	12/3/2016		2127 Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Rain	Dark Lighted	Automatic
8.385 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101605696	Along Roadway	2017	4/6/2017		1556 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Clear	Daylight	Automatic
8.575 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101953754	Along Roadway	2017	1/20/2017		1721 Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Clear	Dark Lighted	Automatic
8.738 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101946824	Along Roadway	2018	3/16/2018		2338 Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Cloudy	Dark Lighted	Automatic
8.75 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	102195770	Along Roadway	2018	10/30/2018		1709 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
8.841 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101796096	At an Intersection	2017	10/16/2017		1240 Suspected Minor Injury	0	3	0	3	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
8.9 NON_JUNCTION	On Roadway	--	HARDIN	SR015	D/NONE	1	101695593	Along Roadway	2017	7/7/2017		1049 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
7.089 NON_JUNCTION	Roadside - Right	--	HARDIN	SR015	D/NONE	1	101647798	Along Roadway	2017	5/20/2017		534 Prop Damage (over)	0	0	0	0	1	Curb	NO COLLISION W/ VEHICLE	Clear	Dawn	Automatic
7.421 NON_JUNCTION	Roadside - Right	--	HARDIN	SR015	D/NONE	1	101547408	Along Roadway	2017	3/7/2017		0 Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Cloudy	Daylight	Automatic
8.205 NON_JUNCTION	Roadside - Right	--	HARDIN	SR015	D/NONE	1	101709611	Along Roadway	2017	7/23/2017		1056 Prop Damage (over)	0	0	0	0	1	Utility Pole	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
8.81 NON_JUNCTION	Roadside - Right	--	HARDIN	SR015	D/NONE	1	101980708	At an Intersection	2018	4/17/2018		1701 Prop Damage (over)	0	0	0	0	1	Fence	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
7.164 NON_JUNCTION	On Parking Lane	--	HARDIN	SR015	D/NONE	1	102162767	Along Roadway	2018	10/4/2018		1943 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dark Lighted	Automatic
8.9 NON_JUNCTION	Outside Trafficway	--	HARDIN	SR015	D/NONE	1	101551838	Along Roadway	2017	2/13/2017		1902 Suspected Serious Injury	0	2	0	2	1	Curb	NO COLLISION W/ VEHICLE	Clear	Dark Lighted	Automatic
8.086 NON_JUNCTION	SEPARATOR	--	HARDIN	SR015	D/NONE	1	101422382	Along Roadway	2016	10/25/2016		719 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
7.378 NON_JUNCTION	OTHER	--	HARDIN	SR015	D/NONE	1	101875993	Along Roadway	2018	1/2/2018		1805 Suspected Minor Injury	0	1	0	1	2	Vehicle in Transport	REAR-END	Clear	Dark Lighted	Automatic
6.841 NON_JUNCTION	--	--	HARDIN	SR015	D/NONE	1	102245274	Along Roadway	2018	12/13/2018		1559 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Cloudy	Daylight	Automatic
6.896 NON_JUNCTION	--	--	HARDIN	SR015	D/NONE	1	101126761	Along Roadway	2016	3/5/2016		793 Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic
6.941 NON_JUNCTION	--	--	HARDIN	SR015	D/NONE	1	102193															

7.177 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10178453	Along Roadway	2017	8/20/2017	1401 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.202 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10180879	Along Roadway	2018	7/25/2018	1707 Prop Damage (over)	0	0	0	0	3 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.239 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10114820	Along Roadway	2016	3/21/2016	1056 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.281 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10127967	Along Roadway	2016	6/25/2016	1747 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.291 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10140424	Along Roadway	2016	10/15/2016	1108 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Cloudy	Daylight	Automatic
7.293 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10140648	Along Roadway	2016	10/18/2016	1100 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.31 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10175451	Along Roadway	2017	9/8/2017	757 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.303 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10176013	Along Roadway	2017	8/8/2017	2130 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport in other Roadway	ANGLE	Clear	Dark/lighted	Automatic
7.307 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10157579	Along Roadway	2017	3/7/2017	1514 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Cloudy	Daylight	Automatic
7.309 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10140187	Along Roadway	2016	10/12/2016	901 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.309 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10127708	Along Roadway	2016	6/25/2016	933 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.32 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10193518	At an Intersection	2018	3/6/2018	922 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.32 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10119767	At an Intersection	2018	9/28/2018	746 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Cloudy	Daylight	Automatic
7.32 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10126749	At an Intersection	2018	10/20/2018	1601 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.329 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10138202	Along Roadway	2016	9/9/2016	748 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.331 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10107492	Along Roadway	2016	1/9/2016	1705 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Rain	Dark	Automatic
7.331 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10126141	Along Roadway	2016	6/18/2016	1904 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.331 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10174873	Along Roadway	2017	8/30/2017	1531 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
7.334 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10158961	Along Roadway	2017	3/21/2017	1648 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Cloudy	Automatic
7.338 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101429019	Along Roadway	2016	11/2/2016	752 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.342 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10125091	Along Roadway	2018	9/24/2018	1638 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.344 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10217707	Along Roadway	2018	10/11/2018	1434 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.345 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10146291	Along Roadway	2016	11/29/2016	1226 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.346 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101703187	Along Roadway	2017	7/14/2017	1335 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.351 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10121866	Along Roadway	2018	9/7/2018	1232 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.371 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	102129763	Along Roadway	2018	8/31/2018	1517 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.373 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101663035	Along Roadway	2017	6/27/2017	1712 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.375 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101881304	Along Roadway	2018	1/8/2018	1134 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Rain	Daylight	Automatic
7.382 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101232254	Along Roadway	2016	5/25/2016	1747 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Rain	Dark/lighted	Automatic
7.383 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10181832	Along Roadway	2017	11/17/2017	550 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Cloudy	Dark/lighted	Automatic
7.385 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10142491	Along Roadway	2016	11/2/2016	1538 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.415 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101984077	Along Roadway	2018	4/20/2018	1604 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.415 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10147016	Along Roadway	2016	12/7/2016	1611 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Cloudy	Daylight	Automatic
7.419 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10188170	At an Intersection	2018	1/8/2018	1720 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Rain	DARK UNKNOWN LIGHTING	Automatic
7.458 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101508440	Along Roadway	2017	1/18/2017	904 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.46 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10182194	At an Intersection	2017	11/30/2017	1555 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.46 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10196475	At an Intersection	2018	8/9/2018	1414 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.471 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10183473	Along Roadway	2017	11/22/2017	1311 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.471 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10187227	Along Roadway	2018	1/29/2018	1549 Prop Damage (over)	0	0	0	0	3 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.477 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10184788	Along Roadway	2017	12/4/2017	1055 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.481 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10178933	Along Roadway	2018	10/15/2018	2188 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Dark/lighted	Automatic
7.482 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101248174	Along Roadway	2018	9/17/2018	2702 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.482 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10223552	Along Roadway	2018	12/4/2018	1332 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Cloudy	Daylight	Automatic
7.513 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10124832	Along Roadway	2016	8/6/2016	1353 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.526 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10165683	At an Intersection	2017	12/12/2017	1447 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.526 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101914300	At an Intersection	2018	2/12/2018	1545 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.529 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	1012037923	Along Roadway	2018	6/4/2018	1452 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.533 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101631774	Along Roadway	2017	5/1/2017	1641 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.538 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	102019155	Along Roadway	2018	5/22/2018	2024 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Dark/lighted	Automatic
7.539 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101245037	Along Roadway	2016	6/13/2016	1446 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.539 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101578663	Along Roadway	2017	3/9/2017	1531 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.55 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	102161725	At an Intersection	2018	9/29/2018	1457 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.563 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	102060783	Along Roadway	2018	7/6/2018	1222 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.566 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	102162142	Along Roadway	2018	12/31/2018	1147 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	OTHER	Rain	Daylight	Automatic
7.582 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101615862	Along Roadway	2017	4/15/2017	1353 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.602 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101224148	Along Roadway	2018	11/19/2018	1246 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Cloudy	Daylight	Automatic
7.643 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101214573	Along Roadway	2018	8/27/2018	1713 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.747 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101607325	Along Roadway	2017	4/8/2017	2 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Dark/lighted	Automatic
7.748 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101462097	Along Roadway	2016	11/29/2016	1546 Prop Damage (over)	0	0	0	0	1 Fire Hydrant	NO COLLISION W/ VEHICLE	Cloudy	Daylight	Automatic
7.869 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101918704	Along Roadway	2018	2/17/2018	1244 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Rain	Daylight	Automatic
7.88 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10148327	Along Roadway	2016	11/12/2016	1428 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.88 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10178135	At an Intersection	2017	10/9/2017	1650 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.88 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101935685	Along Roadway	2018	3/6/2018	1800 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport in other Roadway	ANGLE	Clear	Daylight	Automatic
7.88 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	102204874	At an Intersection	2018	11/8/2018	1844 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Dark/lighted	Automatic
7.91 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	10307698	At an Intersection	2018	7/16/2018	1634 Prop Damage (over)	0	0	0	0	1 Traffic Signal Support	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
7.95 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101825289	Along Roadway	2017	11/14/2017	1398 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.963 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101231125	Along Roadway	2016	5/25/2016	1451 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	REAR END	Clear	Daylight	Automatic
7.988 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101954826	At an Intersection	2018	3/24/2018	1660 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Rain	Daylight	Automatic
7.988 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101995712	At an Intersection	2018	5/1/2018	1008 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.988 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	102011294	Along Roadway	2018	5/16/2018	1213 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
7.996 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	101071125	Along Roadway	2016	1/5/2016	748 Prop Damage (over)	0	0	0	0	2 Vehicle in Transport	SIDEWIFE, SAME DIR	Clear	Daylight	Automatic
8.004 NON_FUNCTION	--	--	HARDN	SRO15	O:NONE	1	1													

8.177 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102173320 Along Roadway	2018	10/10/2018	1147	Prop Damage (over)	0	0	0	0	0	3 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Daylight	Automatic
8.19 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102177868 At an Intersection	2017	10/29/2017	393	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
8.204 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102046450 Along Roadway	2018	6/17/2018	1748	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	REAR-END	Cloudy	Dusk	Automatic
8.226 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101813632 Along Roadway	2017	11/9/2017	1353	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
8.231 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102039090 Along Roadway	2018	6/6/2018	1453	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	OTHER	Clear	Daylight	Automatic
8.282 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101623267 Along Roadway	2017	4/23/2017	1118	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
8.445 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102181705 Along Roadway	2018	10/20/2018	1351	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
8.556 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102227460 Along Roadway	2018	11/26/2018	1702	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Dark-Lighted	Automatic
8.714 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101559545 Along Roadway	2017	2/19/2017	1235	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
8.773 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101405405 Along Roadway	2016	10/14/2016	1140	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
8.984 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101071312 Along Roadway	2016	1/7/2016	820	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Daylight	Automatic
8.993 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101904757 Along Roadway	2018	2/2/2018	1901	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Dark-Lighted	Automatic
8.976 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101936562 Along Roadway	2018	3/7/2018	1545	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Daylight	Automatic
9.076 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102166128 Along Roadway	2018	10/9/2018	1623	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Daylight	Automatic
9.051 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101801775 Along Roadway	2017	10/25/2017	1845	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Dusk	Automatic
9.042 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101918588 Along Roadway	2017	3/23/2017	1311	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Dusk	Automatic
9.028 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102046064 Along Roadway	2018	6/17/2018	1844	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
9.098 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102150517 Along Roadway	2018	9/19/2018	1613	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
9.099 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102125584 Along Roadway	2018	8/28/2018	1993	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Dusk	Automatic
9.1 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101931087 At an Intersection	2018	1/2/2018	902	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Clear	Daylight	Automatic
9.167 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	102259357 Along Roadway	2018	12/28/2018	1241	Prop Damage (over)	0	0	0	0	0	2 Parked Motor Vehicle	OTHER	Clear	Daylight	Automatic
9.197 NON_JUNCTION	--	--	HARDN	SR015	O NONE	1	101981579 Along Roadway	2018	4/18/2018	1026	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
6.9 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102172800 At an Intersection	2018	10/10/2018	756	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
7.25 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101424824 At an Intersection	2016	10/28/2016	745	Suspected Minor Injury	0	3	0	0	3	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.25 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102121867 At an Intersection	2018	11/16/2018	1718	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ SAME DIR	Cloudy	Dusk	Automatic
7.32 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101123332 At an Intersection	2016	2/16/2016	1821	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	REAR-END	Clear	Dusk	Automatic
7.32 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101321035 At an Intersection	2016	8/5/2016	1500	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.32 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101545495 At an Intersection	2017	3/2/2017	1727	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
7.32 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101606426 At an Intersection	2017	4/8/2017	2027	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	SEWIP/W/ OPP DIR	Clear	Dark-Lighted	Automatic
7.32 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101650021 At an Intersection	2017	5/20/2017	1227	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
7.32 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101741430 At an Intersection	2017	8/31/2017	1745	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.32 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101925121 At an Intersection	2018	2/13/2018	1848	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	REAR-END	Rain	Dark-Lighted	Automatic
7.32 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102037938 At an Intersection	2018	8/8/2018	1006	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.439 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102240271 At an Intersection	2018	10/9/2018	1997	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Rain	Dark-Lighted	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101238762 At an Intersection	2016	6/7/2016	1826	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101427905 At an Intersection	2016	11/6/2016	1506	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101486139 At an Intersection	2016	12/28/2016	1514	Suspected Minor Injury	0	2	0	0	2	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101634600 At an Intersection	2017	1/4/2017	1998	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101727252 At an Intersection	2017	8/11/2017	1641	Suspected Serious Injury	0	3	1	0	2	2 Vehicle in Transport	HEAD-ON	Rain	Daylight	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101822032 At an Intersection	2017	11/20/2017	857	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101857459 At an Intersection	2017	12/13/2017	1455	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101896258 At an Intersection	2018	1/25/2018	799	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101897844 At an Intersection	2018	1/16/2018	1530	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.46 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102167663 At an Intersection	2018	10/5/2018	818	Suspected Serious Injury	0	2	1	0	1	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.52 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101954979 At an Intersection	2018	3/5/2018	1518	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
7.806 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101899950 At an Intersection	2018	1/28/2018	1938	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Clear	Dark-Lighted	Automatic
7.88 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102258729 At an Intersection	2018	12/27/2018	1650	Suspected Minor Injury	0	2	0	0	2	2 Vehicle in Transport	ANGLE	Rain	Dusk	Automatic
8.18 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101545144 At an Intersection	2017	3/25/2017	1010	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
8.19 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102185922 At an Intersection	2018	10/22/2018	1918	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	SEWIP/W/ OPP DIR	Clear	Dark-Lighted	Automatic
8.6 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101470294 At an Intersection	2016	12/7/2016	1256	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
8.6 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102121818 At an Intersection	2018	8/25/2018	1534	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
8.6 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102251253 At an Intersection	2018	12/18/2018	1400	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
8.94 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101860556 At an Intersection	2017	12/14/2017	1727	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Clear	Dusk	Automatic
9.1 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101076754 At an Intersection	2016	11/8/2016	1607	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
9.1 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101338407 At an Intersection	2016	9/9/2016	1711	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
9.1 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101647443 At an Intersection	2017	5/17/2017	2206	Prop Damage (over)	0	0	0	0	0	2 Vehicle in Transport	SEWIP/W/ OPP DIR	Clear	Dark-Lighted	Automatic
9.1 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101676965 At an Intersection	2017	6/11/2017	1773	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
9.1 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	101784001 At an Intersection	2017	9/21/2017	1632	Suspected Serious Injury	0	3	1	0	2	2 Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
9.1 INTERSECTION	On Roadway	--	HARDN	SR015	O NONE	1	102018099 At an Intersection	2018	5/23/2018	1440	Suspected Minor Injury	0	1	0	0	1	2 Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
6.9 INTERSECTION	Shoulder	--	HARDN	SR015	O NONE	1	101667097 At an Intersection	2017	6/7/2017	323	Suspected Minor Injury	0	1	0	0	1	1 Utility Pole	NO COLLISION W/ VEHICLE	Clear	Dark-Lighted	Automatic
7.32 INTERSECTION	Outside Trafficway	--	HARDN	SR015	O NONE	1	10206152														

7.46 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101354356	At an Intersection	2016	9/5/2016	1339	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Clear	Daylight	Automatic	
7.46 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101391471	At an Intersection	2016	9/20/2016	1129	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic	
7.46 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101425846	At an Intersection	2016	10/28/2016	1639	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.46 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101493204	At an Intersection	2017	1/1/2017	1641	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Fog	Dark	Automatic	
7.46 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101493024	At an Intersection	2017	9/2/2017	1215	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Clear	Daylight	Automatic	
7.46 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101821176	At an Intersection	2018	1/9/2018	1253	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic	
7.46 INTERSECTION	--	--	HARDN	SR015	O NONE	1	102049711	At an Intersection	2018	6/21/2018	1226	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.46 INTERSECTION	--	--	HARDN	SR015	O NONE	1	102256226	At an Intersection	2018	12/18/2018	1354	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Clear	Daylight	Automatic	
7.526 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101622515	At an Intersection	2017	4/22/2017	1442	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic	
7.526 INTERSECTION	--	--	HARDN	SR015	O NONE	1	102069127	At an Intersection	2018	7/9/2018	1609	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.806 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101963336	At an Intersection	2018	4/6/2018	1820	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic	
7.88 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101575774	At an Intersection	2017	3/7/2017	1009	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic	
7.88 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101387989	At an Intersection	2017	3/19/2017	2145	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Clear	Dark-lighted	Automatic	
7.88 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101646144	At an Intersection	2017	5/24/2017	1629	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.88 INTERSECTION	--	--	HARDN	SR015	O NONE	1	102077057	At an Intersection	2018	7/16/2018	1630	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic	
7.88 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101444834	At an Intersection	2018	9/11/2018	912	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic	
8.19 INTERSECTION	--	--	HARDN	SR015	O NONE	1	102242424	At an Intersection	2018	12/14/2018	736	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	HEAD-ON	Rain	Daylight	Automatic	
8.26 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101284701	At an Intersection	2016	7/12/2016	1615	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
8.359 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101121776	At an Intersection	2016	2/25/2016	1715	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Clear	Cloudy	Daylight	Automatic
8.368 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101285322	At an Intersection	2016	7/13/2016	1411	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic	
8.417 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101091564	At an Intersection	2016	1/21/2016	1425	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic	
8.6 INTERSECTION	--	--	HARDN	SR015	O NONE	1	10140401	At an Intersection	2016	12/29/2016	1136	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic	
8.6 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101466168	At an Intersection	2017	5/16/2017	0	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Clear	Daylight	Automatic	
8.6 INTERSECTION	--	--	HARDN	SR015	O NONE	1	102014443	At an Intersection	2018	5/18/2018	1127	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic	
9.1 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101221566	At an Intersection	2018	8/28/2018	1900	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, OFF DIR	Clear	Dark	Automatic	
9.1 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101118108	At an Intersection	2016	2/18/2016	610	Prop Damage (over)	0	0	0	0	1	Other Object (not fixed)	NO COLLISION W/ VEHICLE	Clear	Down	Automatic	
9.1 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101126571	At an Intersection	2016	2/22/2016	1522	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Rain	Dark	Automatic	
9.1 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101268426	At an Intersection	2016	6/20/2016	1221	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic	
9.1 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101706950	At an Intersection	2017	7/20/2017	1845	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
9.1 INTERSECTION	--	--	HARDN	SR015	O NONE	1	101867395	At an Intersection	2017	12/22/2017	1839	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Dark-lighted	Automatic	
6.9 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	101795409	At an Intersection	2017	9/10/2017	801	Suspected Minor Injury	0	1	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.06 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	102451308	At an Intersection	2018	12/13/2018	1510	Suspected Minor Injury	0	2	0	0	2	3	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
7.177 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	101376177	At an Intersection	2017	3/7/2017	1607	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.12 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	101512743	At an Intersection	2016	6/7/2016	1850	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	SIDEW/PE, SAME DIR	Clear	Daylight	Automatic	
7.12 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	102148434	At an Intersection	2018	9/18/2018	1331	Suspected Minor Injury	0	1	0	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.46 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	101160872	At an Intersection	2016	4/9/2016	1641	Suspected Minor Injury	0	1	0	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.46 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	102109964	At an Intersection	2018	8/6/2018	1341	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.46 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	102194583	At an Intersection	2018	10/30/2018	806	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic	
7.46 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	102231625	At an Intersection	2018	12/3/2018	1155	Suspected Minor Injury	0	1	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.806 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	102079799	At an Intersection	2018	7/19/2018	1118	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic	
7.88 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	101551034	At an Intersection	2017	2/10/2017	1755	Suspected Minor Injury	0	3	0	0	3	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.88 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	102001517	At an Intersection	2018	5/30/2018	1820	Suspected Minor Injury	0	1	0	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
8.19 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	102235584	At an Intersection	2018	12/3/2018	827	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
9.1 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	101811375	At an Intersection	2017	11/1/2017	1450	Suspected Minor Injury	0	4	0	0	4	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
9.1 INTERSECTION RELATED	On Roadway	--	HARDN	SR015	O NONE	1	101694473	At an Intersection	2017	12/15/2017	1140	Suspected Minor Injury	0	2	0	0	2	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.32 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101095805	At an Intersection	2016	1/29/2016	1015	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic	
7.32 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101601861	At an Intersection	2017	4/3/2017	610	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Rain	Dark-lighted	Automatic	
7.32 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101731493	At an Intersection	2017	9/4/2017	1715	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.32 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101824799	At an Intersection	2017	11/15/2017	2029	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dark-lighted	Automatic	
7.32 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101929511	At an Intersection	2018	2/28/2018	1300	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Rain	Daylight	Automatic	
7.32 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	102006130	At an Intersection	2018	5/9/2018	1115	Suspected Minor Injury	0	1	0	0	1	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.32 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	102191731	At an Intersection	2018	10/27/2018	1134	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Cloudy	Daylight	Automatic	
7.439 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101118169	At an Intersection	2016	8/2/2016	1538	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Clear	Daylight	Automatic	
7.46 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101266154	At an Intersection	2016	6/18/2016	801	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Clear	Daylight	Automatic	
7.46 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101743867	At an Intersection	2017	9/28/2017	724	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	REAR-END	Clear	Down	Automatic	
7.46 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	102061386	At an Intersection	2018	9/7/2018	1618	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.46 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	102147064	At an Intersection	2018	9/15/2018	1309	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Clear	Daylight	Automatic	
7.526 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101347981	At an Intersection	2016	3/21/2016	899	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
7.88 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101331217	At an Intersection	2016	8/3/2016	1046	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
8.19 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101929239	At an Intersection	2018	2/28/2018	733	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEW/PE, SAME DIR	Rain	Daylight	Automatic	
8.19 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	102028575	At an Intersection	2018	5/30/2018	1215	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
8.19 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	102205794	At an Intersection	2018	11/9/2018	1525	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic	
9.1 INTERSECTION RELATED	--	--	HARDN	SR015	O NONE	1	101419620	At an Intersection	2016	10/21/2016	1999	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Dark-lighted	Automatic	
8.088 ENTRANCE/EXIT RAMP RELATED	--	--	HARDN	SR015	O NONE	1	101347992	Ramp	2016	8/27/2016	1055	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic	
7.339 DRIVEWAY, ALLEY ACCESS, ETC.	On Roadway	--	HARDN	SR015	O NONE	1	102040674	Along Roadway	2018	6/21/2018	1287	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic	
7.349 DRIVEWAY, ALLEY ACCESS, ETC.	On Roadway	--	HARDN	SR015	O NONE	1	101799053	Along Roadway	2017	10/20/2017	1529	Suspected Minor Injury	0	1	0	0	1	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
7.384 DRIVEWAY, ALLEY ACCESS, ETC.	On Roadway	--	HARDN	SR015																			

8.276 DRIVEWAY, ALLEY ACCESS, ETC.	--	--	HARDIN	SR015	O-NONE	1	101242928	Along Roadway	2016	6/10/2016	1404	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
8.584 DRIVEWAY, ALLEY ACCESS, ETC.	--	--	HARDIN	SR015	O-NONE	1	101238224	Along Roadway	2016	7/12/2016	1028	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
8.763 DRIVEWAY, ALLEY ACCESS, ETC.	--	--	HARDIN	SR015	O-NONE	1	101845607	Along Roadway	2017	12/1/2017	1629	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR TO SIDE	Clear	Daylight	Automatic
8.19 OTHER	Roadside - Right	--	HARDIN	SR015	O-NONE	1	101832429	At an Intersection	2017	11/20/2017	1728	Prop Damage (over)	0	0	0	0	3	Vehicle in Transport	SIDEWIPPE, SAME DIR	Clear	Dark Lighted	Automatic
7.227 LUNGENWIN	--	--	HARDIN	SR015	O-NONE	1	101218842	Along Roadway	2016	3/6/2016	1407	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
7.276 --	--	--	HARDIN	SR015	O-NONE	1	101883894	Along Roadway	2018	1/11/2018	732	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic
7.32 --	--	--	HARDIN	SR015	O-NONE	1	101962720	At an Intersection	2018	3/30/2018	2330	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic
7.905 --	--	--	HARDIN	SR015	O-NONE	1	101186518	Along Roadway	2016	4/30/2016	1200	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic
8.55 --	--	--	HARDIN	SR015	O-NONE	1	101539165	Along Roadway	2017	1/30/2017	1414	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic
9.55 --	--	--	HARDIN	SR015	O-NONE	1	101782473	At an Intersection	2017	10/5/2017	1640	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic

Query: Water St Crashes

CR_CRASH.County = HARDIN

CR_CRASH.Route = 03108

CR_CRASH.Log Mile >= 0 And CR_CRASH.Log Mile <= 0.425

CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cte	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
0.05 NON_JUNCTION	On Roadway	--	HARDIN	03108	O-NONE	1	102039918	Along Roadway	2018	6/11/2018	1038	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.22 NON_JUNCTION	On Roadway	--	HARDIN	03108	O-NONE	1	102230359	Along Roadway	2018	11/30/2018	1448	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
0.274 NON_JUNCTION	On Roadway	--	HARDIN	03108	O-NONE	1	101589750	Along Roadway	2017	3/21/2017	731	Suspected Minor Injury	0	1	0	0	1	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.38 NON_JUNCTION	On Roadway	--	HARDIN	03108	O-NONE	1	101402899	Along Roadway	2016	10/13/2016	1559	Suspected Minor Injury	0	1	0	0	1	Vehicle in Transport	ANGLE	Cloudy	Daylight	Automatic
0.217 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	101289109	Along Roadway	2016	7/19/2016	1728	Prop Damage (over)	0	0	0	0	1	Other Fixed Object	NO COLLISION W/ VEHICLE	Clear	Daylight	Automatic
0.235 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	101660263	Along Roadway	2017	4/7/2017	736	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.24 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	102198985	At an Intersection	2018	11/2/2018	1428	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.258 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	101323835	Along Roadway	2016	8/9/2016	1510	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
0.340 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	101738607	Along Roadway	2017	8/23/2017	1600	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.377 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	101399134	Along Roadway	2016	10/8/2016	1323	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.382 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	101481713	Along Roadway	2016	12/19/2016	1453	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.398 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	102020893	Along Roadway	2018	5/31/2018	1240	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Cloudy	Daylight	Automatic
0.407 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	102111417	Along Roadway	2018	8/16/2018	752	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Cloudy	Daylight	Automatic
0.419 NON_JUNCTION	--	--	HARDIN	03108	O-NONE	1	101602501	Along Roadway	2017	4/3/2017	2011	Prop Damage (over)	0	0	0	0	1	Other Post. Pole, Supports	NO COLLISION W/ VEHICLE	Clear	Dark Lighted	Automatic
0.436 INTERSECTION	On Roadway	--	HARDIN	03108	O-NONE	1	101453029	At an Intersection	2017	11/10/2017	1813	Suspected Minor Injury	0	1	0	0	2	Vehicle in Transport	OTHER	Clear	Dark Lighted	Automatic
0.449 NON_JUNCTION	On Roadway	--	HARDIN	03108	O-NONE	1	101959490	At an Intersection	2018	3/29/2018	1147	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
0.555 INTERSECTION	On Roadway	--	HARDIN	03108	O-NONE	1	102168367	At an Intersection	2018	10/6/2018	600	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.24 INTERSECTION	--	--	HARDIN	03108	O-NONE	1	101451223	At an Intersection	2016	11/18/2016	990	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.24 INTERSECTION RELATED	--	--	HARDIN	03108	O-NONE	1	102224467	At an Intersection	2018	11/30/2018	1111	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Rain	Daylight	Automatic
0.402 DRIVEWAY, ALLEY ACCESS, ETC.	On Roadway	--	HARDIN	03108	O-NONE	1	101813158	Along Roadway	2017	11/20/2017	851	Suspected Minor Injury	0	1	0	0	1	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.021 DRIVEWAY, ALLEY ACCESS, ETC.	--	--	HARDIN	03108	O-NONE	1	101876308	Along Roadway	2018	12/7/2018	1546	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
0.412 DRIVEWAY, ALLEY ACCESS, ETC.	--	--	HARDIN	03108	O-NONE	1	101379705	Along Roadway	2016	6/22/2016	1307	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
0.428 --	--	--	HARDIN	03108	O-NONE	1	101395218	Along Roadway	2016	9/12/2016	730	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic
0.418 --	--	--	HARDIN	03108	O-NONE	1	101681053	Along Roadway	2017	6/23/2017	1219	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic

Query: Water St Crashes 2

CR_CRASH.County = HARDIN

CR_CRASH.Route = SR128

CR_CRASH.Log Mile >= 12.215 And CR_CRASH.Log Mile <= 12.34

CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cte	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
12.215 NON_JUNCTION	--	--	HARDIN	SR128	O-NONE	1	101967237	At an Intersection	2018	4/4/2018	1000	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.246 NON_JUNCTION	--	--	HARDIN	SR128	O-NONE	1	102131238	Along Roadway	2018	9/2/2018	1255	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	ANGLE	Clear	Daylight	Automatic
12.215 INTERSECTION	On Roadway	--	HARDIN	SR128	O-NONE	1	101624417	At an Intersection	2017	4/26/2017	2103	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, OPP DIR	Clear	Dark Lighted	Automatic
12.34 INTERSECTION	On Roadway	--	HARDIN	SR128	O-NONE	1	101840353	At an Intersection	2017	11/27/2017	1041	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	SIDEWIPPE, SAME DIR	Clear	Daylight	Automatic
12.215 INTERSECTION	--	--	HARDIN	SR128	O-NONE	1	101539086	At an Intersection	2017	1/30/2017	1302	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.215 INTERSECTION	--	--	HARDIN	SR128	O-NONE	1	101713179	At an Intersection	2017	8/15/2017	915	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
12.215 INTERSECTION	--	--	HARDIN	SR128	O-NONE	1	101742765	At an Intersection	2017	8/26/2017	1530	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.215 INTERSECTION	--	--	HARDIN	SR128	O-NONE	1	101512768	At an Intersection	2018	9/21/2018	1152	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.34 INTERSECTION	--	--	HARDIN	SR128	O-NONE	1	101781150	At an Intersection	2017	10/4/2017	1124	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.34 INTERSECTION	--	--	HARDIN	SR128	O-NONE	1	101842044	At an Intersection	2017	11/29/2017	435	Prop Damage (over)	0	0	0	0	1	Deer (Animal)	NO COLLISION W/ VEHICLE	Clear	Dark Lighted	Automatic
12.215 INTERSECTION	On Roadway	--	HARDIN	SR128	O-NONE	1	101148671	At an Intersection	2016	3/22/2016	1256	Suspected Minor Injury	0	1	0	0	1	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.215 INTERSECTION RELATED	--	--	HARDIN	SR128	O-NONE	1	101181883	At an Intersection	2016	4/26/2016	1449	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.34 INTERSECTION RELATED	--	--	HARDIN	SR128	O-NONE	1	101318222	At an Intersection	2016	4/21/2016	1700	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Clear	Daylight	Automatic
12.34 INTERSECTION RELATED	--	--	HARDIN	SR128	O-NONE	1	101823289	At an Intersection	2017	11/12/2017	1257	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic
12.229 --	--	--	HARDIN	SR128	O-NONE	1	102247536	Along Roadway	2018	12/15/2018	1413	Prop Damage (under)	0	0	0	0	2	--	--	--	--	Automatic

Query: Water St Crashes 3

CR_CRASH.County = HARDIN

CR_CRASH.Route = 05393

CR_CRASH.Log Mile >= 0 And CR_CRASH.Log Mile <= 0.17

CR_CRASH.Date of Crash <= 12/31/2018 And CR_CRASH.Date of Crash >= 1/1/2016

Relation to First Junction	Relation to First Roadway	Urban or Rural	County	Route	Sp Cte	Co Seq	Case Number	Location	Year Of Crash	Date of Crash	Time of Crash	Type of Crash	Total Killed	Total Inj	Total Incap Injuries	Total Other Injuries	Total Veh	First Harmful Event	Manner of First Collision	Weather Cond	Light Conditions	Locate Type
0.056 NON_JUNCTION	--	--	HARDIN	05393	O-NONE	1	102125596	Along Roadway	2016	12/31/2016	1510	Prop Damage (over)	0	0	0	0	2	Vehicle in Transport	REAR-END	Cloudy	Daylight	Automatic

Query: Florence Rd Crashes

CR_CRASH.County = HARDIN

CR_CRASH.Route = SR069

CR_CRASH.Log Mile >= 22.62 And CR_CRASH.Log Mile <= 22.409



Appendix D: EXISTING LEVEL OF SERVICE

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



in cooperation with

























INTERSECTION LEVEL OF SERVICE ANALYSIS

Savannah TSM&O

Intersection	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
	AM	MD	PM	AM	MD	PM	
Water Street & Main Street	A	A	A				
Main Street & Guinn Street	A	A	A				
Main Street & Pickwick Road	C	B	B				
Main Street & Wayne Road	B	B	C				
Water Street & Pickwick Road	C	C	C				
Water Street & Hanna Blvd.	B	B	B				
Water Street & Florence Road	A	B	B				
Florence Road & Higgins Drive	B	B	B				
Wayne Road & King Street	A	B	B				
Wayne Road & Patterson Road	B	B	B				
Wayne Road & Harbert Drive	A	A	B				
Wayne Road & Bell Lane	B	B	B				

HCM 2010 Signalized Intersection Summary
 35: Florence & Higgins/Freewill













05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	47	9	28	43	95	21	189	78	85	114	22
Future Volume (veh/h)	41	47	9	28	43	95	21	189	78	85	114	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1838	1910	1767	1630	1800	1890	1750	1719	1872	1748	1910
Adj Flow Rate, veh/h	52	59	11	35	54	120	27	239	99	108	144	28
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	6	6	6	7	16	5	0	8	10	2	11	11
Cap, veh/h	119	135	25	303	294	383	397	375	313	355	370	72
Arrive On Green	0.16	0.16	0.16	0.18	0.18	0.18	0.02	0.21	0.21	0.07	0.26	0.26
Sat Flow, veh/h	755	857	160	1683	1630	1530	1800	1750	1461	1783	1423	277
Grp Volume(v), veh/h	122	0	0	35	54	120	27	239	99	108	0	172
Grp Sat Flow(s),veh/h/ln	1772	0	0	1683	1630	1530	1800	1750	1461	1783	0	1700
Q Serve(g_s), s	3.3	0.0	0.0	0.9	1.5	3.4	0.6	6.6	3.0	2.4	0.0	4.4
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.9	1.5	3.4	0.6	6.6	3.0	2.4	0.0	4.4
Prop In Lane	0.43		0.09	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	279	0	0	303	294	383	397	375	313	355	0	442
V/C Ratio(X)	0.44	0.00	0.00	0.12	0.18	0.31	0.07	0.64	0.32	0.30	0.00	0.39
Avail Cap(c_a), veh/h	837	0	0	794	769	830	1203	1818	1517	1072	0	1765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	0.0	18.2	18.4	16.1	15.6	18.9	17.5	14.9	0.0	16.1
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.3	0.5	0.1	1.8	0.6	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.4	0.7	1.5	0.3	3.4	1.3	1.2	0.0	2.1
LnGrp Delay(d),s/veh	21.3	0.0	0.0	18.3	18.7	16.6	15.7	20.7	18.1	15.4	0.0	16.7
LnGrp LOS	C			B	B	B	B	C	B	B		B
Approach Vol, veh/h		122			209			365			280	
Approach Delay, s/veh		21.3			17.4			19.6			16.2	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	16.4		13.3	6.3	18.8		14.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	55.0		25.0	25.0	55.0		25.0				
Max Q Clear Time (g_c+I1), s	4.4	8.6		5.3	2.6	6.4		5.4				
Green Ext Time (p_c), s	0.2	2.8		0.5	0.0	2.8		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary

31: Florence & Water St
















05/28/2019

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	21	87	70	226	249	39		
Future Volume (veh/h)	21	87	70	226	249	39		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1819	1742	1802	1802	1833	1881		
Adj Flow Rate, veh/h	27	110	89	286	315	49		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79		
Percent Heavy Veh, %	5	14	7	7	3	3		
Cap, veh/h	359	307	460	928	431	67		
Arrive On Green	0.21	0.21	0.10	0.51	0.28	0.28		
Sat Flow, veh/h	1732	1481	1717	1802	1550	241		
Grp Volume(v), veh/h	27	110	89	286	0	364		
Grp Sat Flow(s),veh/h/ln	1732	1481	1717	1802	0	1791		
Q Serve(g_s), s	0.5	2.3	1.1	3.3	0.0	6.6		
Cycle Q Clear(g_c), s	0.5	2.3	1.1	3.3	0.0	6.6		
Prop In Lane	1.00	1.00	1.00			0.13		
Lane Grp Cap(c), veh/h	359	307	460	928	0	498		
V/C Ratio(X)	0.08	0.36	0.19	0.31	0.00	0.73		
Avail Cap(c_a), veh/h	818	699	626	2404	0	1791		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	11.5	12.2	7.3	5.0	0.0	11.8		
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.1	0.0	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.5	1.6	0.0	3.3		
LnGrp Delay(d),s/veh	11.5	12.5	7.3	5.1	0.0	12.6		
LnGrp LOS	B	B	A	A		B		
Approach Vol, veh/h	137			375	364			
Approach Delay, s/veh	12.3			5.6	12.6			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.5	15.0		12.5		23.5		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	7.0	36.0		17.0		48.0		
Max Q Clear Time (g_c+I1), s	3.1	8.6		4.3		5.3		
Green Ext Time (p_c), s	0.0	0.9		0.2		0.9		
Intersection Summary								
HCM 2010 Ctrl Delay			9.6					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary

14: Guinn St & Main St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	361	7	7	337	24	0	0	0	6	13	12
Future Volume (veh/h)	5	361	7	7	337	24	0	0	0	6	13	12
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1947	1890	1928	1856	1928				1910	1920	1910
Adj Flow Rate, veh/h	6	406	8	8	379	27				7	15	13
Adj No. of Lanes	0	1	0	0	1	1				0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	4	4	0				0	8	0
Cap, veh/h	67	1443	28	69	1403	1250				21	45	39
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76				0.06	0.06	0.06
Sat Flow, veh/h	6	1892	37	9	1839	1639				357	765	663
Grp Volume(v), veh/h	420	0	0	387	0	27				35	0	0
Grp Sat Flow(s),veh/h/ln	1935	0	0	1848	0	1639				1785	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.2				1.1	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.0	3.7	0.0	0.2				1.1	0.0	0.0
Prop In Lane	0.01		0.02	0.02		1.00				0.20		0.37
Lane Grp Cap(c), veh/h	1538	0	0	1472	0	1250				106	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.26	0.00	0.02				0.33	0.00	0.00
Avail Cap(c_a), veh/h	1554	0	0	1487	0	1264				575	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.1	0.0	0.0	2.1	0.0	1.7				26.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0				1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	1.9	0.0	0.1				0.6	0.0	0.0
LnGrp Delay(d),s/veh	2.2	0.0	0.0	2.2	0.0	1.7				28.4	0.0	0.0
LnGrp LOS	A			A		A				C		
Approach Vol, veh/h		420			414						35	
Approach Delay, s/veh		2.2			2.1						28.4	
Approach LOS		A			A						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		50.5		8.5		50.5						
Change Period (Y+Rc), s		5.5		5.0		5.5						
Max Green Setting (Gmax), s		45.5		19.0		45.5						
Max Q Clear Time (g_c+I1), s		5.7		3.1		5.9						
Green Ext Time (p_c), s		2.7		0.1		2.7						
Intersection Summary												
HCM 2010 Ctrl Delay			3.2									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Capacity Analysis
 2: Pickwick St & Main St

05/28/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	329	21	176	313	11	40	50	207	10	151	13
Future Volume (veh/h)	5	329	21	176	313	11	40	50	207	10	151	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1874	1910	1844	1813	1881	1890	1890	1835	1890	1880	1890
Adj Flow Rate, veh/h	6	422	27	214	418	14	51	64	265	13	194	17
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	0	1	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	2	2	2	4	4	0	0	3	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	14	679	43	262	1190	40	135	686	799	70	314	26
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.01	0.20	0.20	0.15	0.34	0.34	0.08	0.36	0.36	0.19	0.19	0.19
Ln Grp Delay, s/veh	37.9	24.6	24.6	30.4	15.8	15.8	30.0	13.2	9.2	24.4	0.0	0.0
Ln Grp LOS	D	C	C	C	B	B	C	B	A	C		
Approach Vol, veh/h		455			646			380			224	
Approach Delay, s/veh		24.8			20.6			12.7			24.4	
Approach LOS		C			C			B			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4	5	6	7	8			
Case No			3.0	2.0	4.0	2.0	8.0	2.0	4.0			
Phs Duration (G+Y+Rc), s			28.7	15.3	18.5	10.7	18.0	6.5	27.3			
Change Period (Y+Rc), s			6.0	6.0	6.0	6.0	6.0	6.0	6.0			
Max Green (Gmax), s			47.0	14.0	29.0	9.0	32.0	14.0	29.0			
Max Allow Headway (MAH), s			4.4	3.3	4.2	5.3	4.4	3.3	4.2			
Max Q Clear (g_c+I1), s			8.2	9.4	9.1	3.7	9.0	2.2	7.6			
Green Ext Time (g_e), s			2.4	0.2	3.4	0.1	2.3	0.0	3.4			
Prob of Phs Call (p_c)			1.00	0.98	1.00	0.59	1.00	0.10	1.00			
Prob of Max Out (p_x)			0.00	0.31	0.03	0.99	0.00	0.00	0.02			
Left-Turn Movement Data												
Assigned Mvmt				3		5	1	7				
Mvmt Sat Flow, veh/h				1756		1800	47	1819				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1891		3400		1634		3488			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1560		217		138		117			
Left Lane Group Data												
Assigned Mvmt		0	0	3	0	5	1	7	0			
Lane Assignment				(Prot)		(Prot)	L+T+R	(Prot)				

HCM 2010 Signalized Intersection Capacity Analysis
 2: Pickwick St & Main St

05/28/2019

Lanes in Grp	0	0	1	0	1	1	1	0
Grp Vol (v), veh/h	0	0	214	0	51	224	6	0
Grp Sat Flow (s), veh/h/ln	0	0	1756	0	1800	1819	1819	0
Q Serve Time (g_s), s	0.0	0.0	7.4	0.0	1.7	0.4	0.2	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	7.4	0.0	1.7	7.0	0.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	1068	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.06	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	262	0	135	410	14	0
V/C Ratio (X)	0.00	0.00	0.82	0.00	0.38	0.55	0.42	0.00
Avail Cap (c_a), veh/h	0	0	393	0	259	978	407	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	25.8	0.0	27.5	23.2	30.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.7	0.0	2.5	1.1	7.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	30.4	0.0	30.0	24.4	37.9	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	3.6	0.0	0.8	3.5	0.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.1	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	3.9	0.0	0.9	3.7	0.1	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.79	0.00	0.27	0.18	0.05	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T				T
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	64	0	220	0	0	0	217
Grp Sat Flow (s), veh/h/ln	0	1891	0	1781	0	0	0	1813
Q Serve Time (g_s), s	0.0	1.4	0.0	7.1	0.0	0.0	0.0	5.6
Cycle Q Clear Time (g_c), s	0.0	1.4	0.0	7.1	0.0	0.0	0.0	5.6
Lane Grp Cap (c), veh/h	0	686	0	356	0	0	0	618
V/C Ratio (X)	0.00	0.09	0.00	0.62	0.00	0.00	0.00	0.35
Avail Cap (c_a), veh/h	0	1421	0	826	0	0	0	841
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.1	0.0	22.8	0.0	0.0	0.0	15.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.8	0.0	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.2	0.0	24.6	0.0	0.0	0.0	15.8
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	3.5	0.0	0.0	0.0	2.8

HCM 2010 Signalized Intersection Capacity Analysis

2: Pickwick St & Main St

05/28/2019

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	3.7	0.0	0.0	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.13	0.00	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R				T+R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	265	0	229	0	0	0	215
Grp Sat Flow (s), veh/h/ln	0	1560	0	1836	0	0	0	1792
Q Serve Time (g_s), s	0.0	6.2	0.0	7.1	0.0	0.0	0.0	5.6
Cycle Q Clear Time (g_c), s	0.0	6.2	0.0	7.1	0.0	0.0	0.0	5.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1560.1	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.12	0.00	0.08	0.00	0.07
Lane Grp Cap (c), veh/h	0	799	0	367	0	0	0	611
V/C Ratio (X)	0.00	0.33	0.00	0.62	0.00	0.00	0.00	0.35
Avail Cap (c_a), veh/h	0	1406	0	852	0	0	0	831
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.0	0.0	22.9	0.0	0.0	0.0	15.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.7	0.0	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	24.6	0.0	0.0	0.0	15.8
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	3.6	0.0	0.0	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.7	0.0	3.8	0.0	0.0	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.13	0.00	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary





















HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.







HCM 2010 Signalized Intersection Summary
 19: Wayne Rd & Water St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	87	8	3	96	0	3	19	3	11	24	119
Future Volume (veh/h)	90	87	8	3	96	0	3	19	3	11	24	119
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1248	1761	1910	1890	1872	1890	1881	1875	1881	1752	1568	1910
Adj Flow Rate, veh/h	120	116	11	4	128	0	4	25	4	15	32	159
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	53	14	14	0	5	5	0	5	5	9	0	0
Cap, veh/h	464	617	59	467	477	0	294	352	56	456	57	284
Arrive On Green	0.15	0.39	0.39	0.01	0.25	0.00	0.01	0.22	0.22	0.04	0.25	0.25
Sat Flow, veh/h	1189	1584	150	1800	1872	0	1791	1578	253	1668	229	1138
Grp Volume(v), veh/h	120	0	127	4	128	0	4	0	29	15	0	191
Grp Sat Flow(s),veh/h/ln	1189	0	1734	1800	1872	0	1791	0	1831	1668	0	1367
Q Serve(g_s), s	3.7	0.0	2.8	0.1	3.2	0.0	0.1	0.0	0.7	0.4	0.0	7.2
Cycle Q Clear(g_c), s	3.7	0.0	2.8	0.1	3.2	0.0	0.1	0.0	0.7	0.4	0.0	7.2
Prop In Lane	1.00		0.09	1.00		0.00	1.00		0.14	1.00		0.83
Lane Grp Cap(c), veh/h	464	0	676	467	477	0	294	0	408	456	0	341
V/C Ratio(X)	0.26	0.00	0.19	0.01	0.27	0.00	0.01	0.00	0.07	0.03	0.00	0.56
Avail Cap(c_a), veh/h	634	0	913	784	795	0	609	0	622	706	0	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	0.0	11.8	15.9	17.6	0.0	17.6	0.0	18.1	16.3	0.0	19.3
Incr Delay (d2), s/veh	0.4	0.0	0.3	0.0	0.6	0.0	0.0	0.0	0.2	0.0	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.4	0.0	1.8	0.0	0.1	0.0	0.4	0.2	0.0	3.0
LnGrp Delay(d),s/veh	11.2	0.0	12.1	15.9	18.2	0.0	17.6	0.0	18.2	16.3	0.0	22.4
LnGrp LOS	B		B	B	B		B		B	B		C
Approach Vol, veh/h		247			132			33				206
Approach Delay, s/veh		11.7			18.1			18.2				21.9
Approach LOS		B			B			B				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	28.0	5.6	19.7	13.6	20.0	7.2	18.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	31.0	11.0	20.0	17.0	25.0	11.0	20.0				
Max Q Clear Time (g_c+I1), s	2.1	4.8	2.1	9.2	5.7	5.2	2.4	2.7				
Green Ext Time (p_c), s	0.0	2.1	0.0	1.2	0.4	1.9	0.0	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			16.8									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 10: Water St & Main St

05/28/2019























								
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑↑			
Traffic Volume (veh/h)	328	346	10	259	187	7		
Future Volume (veh/h)	328	346	10	259	187	7		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1872	1660	1881	1809	1566	1852		
Adj Flow Rate, veh/h	421	444	13	332	248	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78		
Percent Heavy Veh, %	2	15	0	4	19	0		
Cap, veh/h	1121	781	351	1567	709	375		
Arrive On Green	0.32	0.32	0.01	0.46	0.24	0.00		
Sat Flow, veh/h	3651	1411	1791	3527	2982	1575		
Grp Volume(v), veh/h	421	444	13	332	248	0		
Grp Sat Flow(s),veh/h/ln	1778	1411	1791	1718	1491	1575		
Q Serve(g_s), s	3.6	8.0	0.2	2.3	2.7	0.0		
Cycle Q Clear(g_c), s	3.6	8.0	0.2	2.3	2.7	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1121	781	351	1567	709	375		
V/C Ratio(X)	0.38	0.57	0.04	0.21	0.35	0.00		
Avail Cap(c_a), veh/h	3084	1559	647	4031	1977	1044		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	10.4	5.7	8.0	6.4	12.4	0.0		
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.8	4.7	0.1	1.1	1.1	0.0		
LnGrp Delay(d),s/veh	10.5	6.0	8.1	6.4	12.5	0.0		
LnGrp LOS	B	A	A	A	B			
Approach Vol, veh/h	865			345	248			
Approach Delay, s/veh	8.2			6.5	12.5			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.5	19.4		14.3		24.9		
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0		
Max Green Setting (Gmax), s	7.0	34.0		26.0		46.0		
Max Q Clear Time (g_c+I1), s	2.2	10.0		4.7		4.3		
Green Ext Time (p_c), s	0.0	2.3		0.6		2.3		
Intersection Summary								
HCM 2010 Ctrl Delay			8.5					
HCM 2010 LOS			A					
Notes								

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
























7: Pickwick St & Water St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	118	202	122	100	6	133	284	63	1	349	13
Future Volume (veh/h)	17	118	202	122	100	6	133	284	63	1	349	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1383	1809	1724	1409	1862	1809	1770	1881	1919	1900	1919
Adj Flow Rate, veh/h	24	164	281	169	139	8	185	394	88	1	485	18
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	1	1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	36	4	8	34	34	4	3	3	0	1	0
Cap, veh/h	415	318	354	357	376	22	293	1064	235	348	545	468
Arrive On Green	0.05	0.23	0.23	0.10	0.29	0.29	0.10	0.39	0.39	0.00	0.29	0.29
Sat Flow, veh/h	1791	1383	1537	1642	1320	76	1723	2738	606	1828	1900	1631
Grp Volume(v), veh/h	24	164	281	169	0	147	185	240	242	1	485	18
Grp Sat Flow(s),veh/h/ln	1791	1383	1537	1642	0	1396	1723	1681	1663	1828	1900	1631
Q Serve(g_s), s	0.9	9.8	16.3	7.2	0.0	8.0	6.7	9.7	9.9	0.0	23.2	0.8
Cycle Q Clear(g_c), s	0.9	9.8	16.3	7.2	0.0	8.0	6.7	9.7	9.9	0.0	23.2	0.8
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	415	318	354	357	0	398	293	653	646	348	545	468
V/C Ratio(X)	0.06	0.51	0.79	0.47	0.00	0.37	0.63	0.37	0.37	0.00	0.89	0.04
Avail Cap(c_a), veh/h	525	518	576	368	0	523	303	653	646	545	671	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	31.9	34.4	23.6	0.0	27.1	22.4	20.7	20.7	24.0	32.4	24.4
Incr Delay (d2), s/veh	0.0	1.8	5.7	0.4	0.0	0.8	4.7	0.5	0.5	0.0	13.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.9	7.5	3.3	0.0	3.2	3.5	4.6	4.6	0.0	14.1	0.3
LnGrp Delay(d),s/veh	25.0	33.7	40.0	24.0	0.0	27.9	27.2	21.2	21.2	24.0	45.5	24.4
LnGrp LOS	C	C	D	C		C	C	C	C	C	D	C
Approach Vol, veh/h		469			316			667			504	
Approach Delay, s/veh		37.1			25.8			22.9			44.7	
Approach LOS		D			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	43.3	16.4	28.3	16.4	33.7	11.2	33.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	10.5	33.5	10.5	35.5	10.5	33.5	10.5	35.5				
Max Q Clear Time (g_c+l1), s	2.0	11.9	9.2	18.3	8.7	25.2	2.9	10.0				
Green Ext Time (p_c), s	0.0	6.4	0.0	3.5	0.2	2.0	0.0	4.0				
Intersection Summary												
HCM 2010 Ctrl Delay			32.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
18: Bell Rd & Wayne Rd

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	193	182	36	307	0	141	3	42	0	1	3
Future Volume (veh/h)	7	193	182	36	307	0	141	3	42	0	1	3
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1675	1605	1872	1890	1734	1890	1835	1838	1890	1900	1350	1900
Adj Flow Rate, veh/h	9	238	225	44	379	0	177	0	52	0	1	4
Adj No. of Lanes	1	2	1	1	2	0	2	0	1	1	1	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	14	19	2	0	9	9	3	0	0	0	100	100
Cap, veh/h	530	1520	936	597	1698	0	315	0	145	14	2	8
Arrive On Green	0.01	0.50	0.50	0.03	0.52	0.00	0.09	0.00	0.09	0.00	0.01	0.01
Sat Flow, veh/h	1595	3049	1591	1800	3382	0	3496	0	1607	1810	237	946
Grp Volume(v), veh/h	9	238	225	44	379	0	177	0	52	0	0	5
Grp Sat Flow(s),veh/h/ln	1595	1524	1591	1800	1648	0	1748	0	1607	1810	0	1183
Q Serve(g_s), s	0.2	2.8	4.5	0.8	4.2	0.0	3.2	0.0	2.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.2	2.8	4.5	0.8	4.2	0.0	3.2	0.0	2.0	0.0	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	530	1520	936	597	1698	0	315	0	145	14	0	9
V/C Ratio(X)	0.02	0.16	0.24	0.07	0.22	0.00	0.56	0.00	0.36	0.00	0.00	0.53
Avail Cap(c_a), veh/h	804	1520	936	714	1698	0	1135	0	522	588	0	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	9.0	6.5	7.5	8.8	0.0	28.9	0.0	28.3	0.0	0.0	32.7
Incr Delay (d2), s/veh	0.0	0.2	0.6	0.1	0.3	0.0	1.6	0.0	1.5	0.0	0.0	39.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.2	2.5	0.4	2.0	0.0	1.6	0.0	0.9	0.0	0.0	0.2
LnGrp Delay(d),s/veh	8.2	9.3	7.1	7.5	9.1	0.0	30.5	0.0	29.8	0.0	0.0	72.1
LnGrp LOS	A	A	A	A	A		C		C			E
Approach Vol, veh/h		472			423			229				5
Approach Delay, s/veh		8.2			8.9			30.3				72.1
Approach LOS		A			A			C				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	39.0		12.5	6.6	40.1		7.0				
Change Period (Y+Rc), s	5.5	6.0		6.5	6.0	6.0		6.5				
Max Green Setting (Gmax), s	6.5	33.0		21.5	12.0	27.0		21.5				
Max Q Clear Time (g_c+I1), s	2.8	6.5		5.2	2.2	6.2		2.3				
Green Ext Time (p_c), s	0.0	7.3		0.8	0.0	6.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.3									
HCM 2010 LOS			B									
Notes												

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
6: Harbert Dr & Wayne Rd

05/28/2019

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑		↖	↑↑	↖	↗		
Traffic Volume (veh/h)	369	54	28	411	55	36		
Future Volume (veh/h)	369	54	28	411	55	36		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1721	1910	1818	1734	1900	1759		
Adj Flow Rate, veh/h	415	61	31	462	62	40		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	12	12	4	9	0	8		
Cap, veh/h	1282	187	522	1981	316	261		
Arrive On Green	0.45	0.45	0.04	0.60	0.17	0.17		
Sat Flow, veh/h	2949	418	1731	3382	1810	1495		
Grp Volume(v), veh/h	236	240	31	462	62	40		
Grp Sat Flow(s),veh/h/ln	1635	1647	1731	1648	1810	1495		
Q Serve(g_s), s	5.0	5.1	0.5	3.5	1.6	1.2		
Cycle Q Clear(g_c), s	5.0	5.1	0.5	3.5	1.6	1.2		
Prop In Lane		0.25	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	732	738	522	1981	316	261		
V/C Ratio(X)	0.32	0.33	0.06	0.23	0.20	0.15		
Avail Cap(c_a), veh/h	732	738	644	1981	540	446		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	9.5	9.6	6.6	5.0	18.9	18.7		
Incr Delay (d2), s/veh	1.2	1.2	0.0	0.3	0.3	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.5	2.5	0.2	1.6	0.8	0.5		
LnGrp Delay(d),s/veh	10.7	10.7	6.6	5.2	19.2	19.0		
LnGrp LOS	B	B	A	A	B	B		
Approach Vol, veh/h	476			493	102			
Approach Delay, s/veh	10.7			5.3	19.1			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.2	30.0		15.4		38.2		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	6.0	24.0		16.0		24.0		
Max Q Clear Time (g_c+I1), s	2.5	7.1		3.6		5.5		
Green Ext Time (p_c), s	0.0	4.0		0.2		4.1		
Intersection Summary								
HCM 2010 Ctrl Delay			9.0					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary
 4: Wayne Rd & King St
























05/28/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	23	498	524	21	75	23		
Future Volume (veh/h)	23	498	524	21	75	23		
Number	1	6	2	12	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1256	1752	1752	1890	1856	1910		
Adj Flow Rate, veh/h	26	560	589	24	84	26		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	52	9	8	8	0	0		
Cap, veh/h	354	1981	1459	59	235	73		
Arrive On Green	0.04	0.60	0.45	0.45	0.18	0.18		
Sat Flow, veh/h	1196	3416	3349	133	1301	403		
Grp Volume(v), veh/h	26	560	300	313	111	0		
Grp Sat Flow(s),veh/h/ln	1196	1664	1665	1729	1720	0		
Q Serve(g_s), s	0.6	4.4	6.5	6.5	3.0	0.0		
Cycle Q Clear(g_c), s	0.6	4.4	6.5	6.5	3.0	0.0		
Prop In Lane	1.00			0.08	0.76	0.23		
Lane Grp Cap(c), veh/h	354	1981	745	774	311	0		
V/C Ratio(X)	0.07	0.28	0.40	0.40	0.36	0.00		
Avail Cap(c_a), veh/h	445	1981	745	774	513	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	7.0	5.3	10.0	10.0	19.2	0.0		
Incr Delay (d2), s/veh	0.1	0.4	1.6	1.6	0.7	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	2.1	3.3	3.5	1.5	0.0		
LnGrp Delay(d),s/veh	7.1	5.6	11.6	11.6	19.9	0.0		
LnGrp LOS	A	A	B	B	B			
Approach Vol, veh/h		586	613		111			
Approach Delay, s/veh		5.7	11.6		19.9			
Approach LOS		A	B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.9	30.0		15.7		37.9		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	6.0	24.0		16.0		24.0		
Max Q Clear Time (g_c+I1), s	2.6	8.5		5.0		6.4		
Green Ext Time (p_c), s	0.0	4.7		0.2		5.0		
Intersection Summary								
HCM 2010 Ctrl Delay			9.7					
HCM 2010 LOS			A					























HCM 2010 Signalized Intersection Summary
 25: Wayne Rd & Main St/Florence

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	359	181	12	22	223	10	0	103	8	164	118	341
Future Volume (veh/h)	359	181	12	22	223	10	0	103	8	164	118	341
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1854	1857	1910	1683	1863	1919	1890	1309	1890	1810	1465	1863
Adj Flow Rate, veh/h	433	218	14	27	269	12	0	124	10	198	142	411
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	14	3	0	0	46	46	6	31	3
Cap, veh/h	535	626	40	381	373	327	235	261	21	429	488	823
Arrive On Green	0.19	0.36	0.36	0.02	0.20	0.20	0.00	0.11	0.11	0.13	0.33	0.33
Sat Flow, veh/h	1766	1727	111	1603	1863	1631	1800	2333	186	1724	1465	1584
Grp Volume(v), veh/h	433	0	232	27	269	12	0	66	68	198	142	411
Grp Sat Flow(s),veh/h/ln	1766	0	1838	1603	1863	1631	1800	1243	1276	1724	1465	1584
Q Serve(g_s), s	10.0	0.0	4.9	0.7	7.2	0.3	0.0	2.6	2.7	5.0	3.8	9.0
Cycle Q Clear(g_c), s	10.0	0.0	4.9	0.7	7.2	0.3	0.0	2.6	2.7	5.0	3.8	9.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	535	0	666	381	373	327	235	139	143	429	488	823
V/C Ratio(X)	0.81	0.00	0.35	0.07	0.72	0.04	0.00	0.47	0.48	0.46	0.29	0.50
Avail Cap(c_a), veh/h	535	0	1886	641	1913	1674	802	650	667	756	766	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	12.5	16.4	20.0	17.3	0.0	22.3	22.3	16.1	13.2	8.3
Incr Delay (d2), s/veh	9.0	0.0	0.2	0.0	2.0	0.0	0.0	0.9	0.9	0.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	2.5	0.3	3.9	0.1	0.0	0.9	1.0	2.3	1.6	3.9
LnGrp Delay(d),s/veh	22.0	0.0	12.7	16.4	22.0	17.3	0.0	23.2	23.2	16.4	13.3	8.5
LnGrp LOS	C		B	B	C	B		C	C	B	B	A
Approach Vol, veh/h		665			308			134			751	
Approach Delay, s/veh		18.8			21.3			23.2			11.5	
Approach LOS		B			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	24.4	0.0	22.8	15.0	15.7	11.8	11.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	55.0	17.0	28.0	10.0	55.0	17.0	28.0				
Max Q Clear Time (g_c+I1), s	2.7	6.9	0.0	11.0	12.0	9.2	7.0	4.7				
Green Ext Time (p_c), s	0.0	1.5	0.0	1.1	0.0	1.5	0.2	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			16.6									
HCM 2010 LOS			B									























HCM 2010 Signalized Intersection Summary
 15: Patterson Rd & Wayne Rd

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	444	13	5	406	44	9	5	4	91	13	81
Future Volume (veh/h)	64	444	13	5	406	44	9	5	4	91	13	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1890	1881	1881	1881	1872	1872	1910
Adj Flow Rate, veh/h	74	510	15	6	467	51	10	6	5	105	15	93
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	1201	35	338	807	88	305	228	194	493	50	310
Arrive On Green	0.10	0.34	0.34	0.01	0.25	0.25	0.01	0.12	0.12	0.11	0.22	0.22
Sat Flow, veh/h	1783	3529	104	1765	3204	349	1792	1881	1599	1783	226	1399
Grp Volume(v), veh/h	74	257	268	6	256	262	10	6	5	105	0	108
Grp Sat Flow(s),veh/h/ln	1783	1778	1854	1765	1761	1792	1792	1881	1599	1783	0	1625
Q Serve(g_s), s	1.6	6.4	6.4	0.1	7.3	7.4	0.3	0.2	0.2	2.6	0.0	3.2
Cycle Q Clear(g_c), s	1.6	6.4	6.4	0.1	7.3	7.4	0.3	0.2	0.2	2.6	0.0	3.2
Prop In Lane	1.00		0.06	1.00		0.19	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	406	605	631	338	444	451	305	228	194	493	0	360
V/C Ratio(X)	0.18	0.42	0.43	0.02	0.58	0.58	0.03	0.03	0.03	0.21	0.00	0.30
Avail Cap(c_a), veh/h	482	742	773	508	673	685	469	883	751	540	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	14.6	14.6	15.8	18.8	18.9	21.7	22.3	22.3	16.5	0.0	18.7
Incr Delay (d2), s/veh	0.3	0.7	0.6	0.0	1.7	1.7	0.1	0.1	0.1	0.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.3	3.4	0.1	3.8	3.9	0.1	0.1	0.1	1.3	0.0	1.5
LnGrp Delay(d),s/veh	13.0	15.3	15.3	15.9	20.5	20.5	21.7	22.3	22.4	16.8	0.0	19.3
LnGrp LOS	B	B	B	B	C	C	C	C	C	B		B
Approach Vol, veh/h		599			524			21				213
Approach Delay, s/veh		15.0			20.5			22.1				18.1
Approach LOS		B			C			C				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	25.6	6.7	18.7	11.5	20.5	12.5	13.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	24.0	6.0	29.0	8.0	22.0	8.0	27.0				
Max Q Clear Time (g_c+I1), s	2.1	8.4	2.3	5.2	3.6	9.4	4.6	2.2				
Green Ext Time (p_c), s	0.0	5.7	0.0	0.6	0.1	5.1	0.1	0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				17.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 35: Florence & Higgins/Freewill

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	5	7	2	2	14	4	198	0	11	185	20
Future Volume (veh/h)	22	5	7	2	2	14	4	198	0	11	185	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1751	1910	1890	1890	1767	1890	1688	1890	1752	1811	1910
Adj Flow Rate, veh/h	26	6	8	2	2	16	5	230	0	13	215	23
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	20	20	20	0	0	7	0	12	0	9	6	6
Cap, veh/h	98	23	30	91	95	96	420	475	452	406	466	50
Arrive On Green	0.09	0.09	0.09	0.05	0.05	0.05	0.01	0.28	0.00	0.01	0.29	0.29
Sat Flow, veh/h	1066	246	328	1800	1891	1502	1800	1688	1607	1668	1609	172
Grp Volume(v), veh/h	40	0	0	2	2	16	5	230	0	13	0	238
Grp Sat Flow(s),veh/h/ln	1640	0	0	1800	1891	1502	1800	1688	1607	1668	0	1781
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.4	0.1	4.0	0.0	0.2	0.0	3.9
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.0	0.0	0.4	0.1	4.0	0.0	0.2	0.0	3.9
Prop In Lane	0.65		0.20	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	151	0	0	91	95	96	420	475	452	406	0	516
V/C Ratio(X)	0.27	0.00	0.00	0.02	0.02	0.17	0.01	0.48	0.00	0.03	0.00	0.46
Avail Cap(c_a), veh/h	1154	0	0	1267	1330	1077	1677	2613	2487	1557	0	2756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	16.0	16.0	15.7	9.2	10.6	0.0	9.1	0.0	10.4
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.1	0.1	0.8	0.0	0.8	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	0.2	0.0	2.0	0.0	0.1	0.0	2.0
LnGrp Delay(d),s/veh	16.0	0.0	0.0	16.1	16.1	16.5	9.3	11.4	0.0	9.2	0.0	11.0
LnGrp LOS	B			B	B	B	A	B		A		B
Approach Vol, veh/h		40			20			235				251
Approach Delay, s/veh		16.0			16.5			11.3				10.9
Approach LOS		B			B			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	15.0		8.3	5.2	15.3		6.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	55.0		25.0	25.0	55.0		25.0				
Max Q Clear Time (g_c+I1), s	2.2	6.0		2.8	2.1	5.9		2.4				
Green Ext Time (p_c), s	0.0	2.8		0.1	0.0	2.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				11.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary

31: Florence & Water St

















05/28/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	63	163	103	320	297	34		
Future Volume (veh/h)	63	163	103	320	297	34		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1872	1805	1769	1819	1805	1881		
Adj Flow Rate, veh/h	67	173	110	340	316	36		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	10	9	6	4	4		
Cap, veh/h	429	369	445	908	415	47		
Arrive On Green	0.24	0.24	0.11	0.50	0.26	0.26		
Sat Flow, veh/h	1783	1535	1685	1819	1592	181		
Grp Volume(v), veh/h	67	173	110	340	0	352		
Grp Sat Flow(s),veh/h/ln	1783	1535	1685	1819	0	1773		
Q Serve(g_s), s	1.1	3.7	1.6	4.4	0.0	7.0		
Cycle Q Clear(g_c), s	1.1	3.7	1.6	4.4	0.0	7.0		
Prop In Lane	1.00	1.00	1.00			0.10		
Lane Grp Cap(c), veh/h	429	369	445	908	0	462		
V/C Ratio(X)	0.16	0.47	0.25	0.37	0.00	0.76		
Avail Cap(c_a), veh/h	790	680	571	2276	0	1664		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	11.5	12.5	8.1	5.9	0.0	13.1		
Incr Delay (d2), s/veh	0.1	0.3	0.1	0.1	0.0	1.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.6	1.6	0.7	2.2	0.0	3.5		
LnGrp Delay(d),s/veh	11.6	12.8	8.2	6.0	0.0	14.1		
LnGrp LOS	B	B	A	A		B		
Approach Vol, veh/h	240			450	352			
Approach Delay, s/veh	12.5			6.5	14.1			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	9.1	15.0		14.2		24.1		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	7.0	36.0		17.0		48.0		
Max Q Clear Time (g_c+I1), s	3.6	9.0		5.7		6.4		
Green Ext Time (p_c), s	0.0	1.0		0.4		1.0		
Intersection Summary								
HCM 2010 Ctrl Delay			10.5					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary
 14: Guinn St & Main St





















05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	394	5	5	365	12	0	0	0	19	2	14
Future Volume (veh/h)	2	394	5	5	365	12	0	0	0	19	2	14
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1892	1890	1928	1855	1928				1910	1986	1910
Adj Flow Rate, veh/h	2	415	5	5	384	13				20	2	15
Adj No. of Lanes	0	1	0	0	1	1				0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	0				0	0	0
Cap, veh/h	62	1418	17	65	1405	1247				60	6	45
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76				0.06	0.06	0.06
Sat Flow, veh/h	1	1863	22	4	1847	1639				977	98	733
Grp Volume(v), veh/h	422	0	0	389	0	13				37	0	0
Grp Sat Flow(s),veh/h/ln	1887	0	0	1851	0	1639				1808	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.1				1.2	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	0.0	3.8	0.0	0.1				1.2	0.0	0.0
Prop In Lane	0.00		0.01	0.01		1.00				0.54		0.41
Lane Grp Cap(c), veh/h	1497	0	0	1470	0	1247				111	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.26	0.00	0.01				0.33	0.00	0.00
Avail Cap(c_a), veh/h	1513	0	0	1486	0	1261				581	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.2	0.0	0.0	2.1	0.0	1.7				26.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0				1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	1.9	0.0	0.1				0.6	0.0	0.0
LnGrp Delay(d),s/veh	2.3	0.0	0.0	2.2	0.0	1.7				28.3	0.0	0.0
LnGrp LOS	A			A		A				C		
Approach Vol, veh/h		422			402							37
Approach Delay, s/veh		2.3			2.2							28.3
Approach LOS		A			A							C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		50.5		8.6		50.5						
Change Period (Y+Rc), s		5.5		5.0		5.5						
Max Green Setting (Gmax), s		45.5		19.0		45.5						
Max Q Clear Time (g_c+I1), s		5.8		3.2		6.1						
Green Ext Time (p_c), s		2.7		0.1		2.7						
Intersection Summary												
HCM 2010 Ctrl Delay			3.3									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary

2: Pickwick St & Main St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	353	44	130	375	2	46	36	184	17	31	8
Future Volume (veh/h)	14	353	44	130	375	2	46	36	184	17	31	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1876	1910	1862	1828	1881	1890	1890	1872	1890	1860	1890
Adj Flow Rate, veh/h	15	376	47	138	399	2	49	38	196	18	33	9
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	1	3	3	0	0	1	3	3	3
Cap, veh/h	34	659	82	178	1049	5	135	724	770	142	222	50
Arrive On Green	0.02	0.21	0.21	0.10	0.29	0.29	0.08	0.38	0.38	0.20	0.20	0.20
Sat Flow, veh/h	1819	3192	396	1774	3634	18	1800	1891	1591	300	1083	244
Grp Volume(v), veh/h	15	209	214	138	201	200	49	38	196	60	0	0
Grp Sat Flow(s),veh/h/ln	1819	1782	1806	1774	1828	1824	1800	1891	1591	1627	0	0
Q Serve(g_s), s	0.5	6.1	6.2	4.4	5.1	5.1	1.5	0.7	4.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	6.1	6.2	4.4	5.1	5.1	1.5	0.7	4.2	1.6	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.01	1.00		1.00	0.30		0.15
Lane Grp Cap(c), veh/h	34	368	373	178	527	526	135	724	770	414	0	0
V/C Ratio(X)	0.45	0.57	0.57	0.77	0.38	0.38	0.36	0.05	0.25	0.15	0.00	0.00
Avail Cap(c_a), veh/h	438	889	901	427	912	910	279	1529	1447	943	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.2	20.7	20.8	25.5	16.5	16.5	25.5	11.3	8.8	19.0	0.0	0.0
Incr Delay (d2), s/veh	3.4	1.4	1.4	2.7	0.5	0.5	2.3	0.0	0.2	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.2	3.2	2.3	2.6	2.6	0.8	0.4	1.9	0.8	0.0	0.0
LnGrp Delay(d),s/veh	31.6	22.1	22.2	28.2	17.0	17.0	27.8	11.3	9.0	19.2	0.0	0.0
LnGrp LOS	C	C	C	C	B	B	C	B	A	B		
Approach Vol, veh/h		438			539			283			60	
Approach Delay, s/veh		22.5			19.8			12.6			19.2	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		28.3	11.8	18.0	10.4	17.9	7.1	22.8				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		47.0	14.0	29.0	9.0	32.0	14.0	29.0				
Max Q Clear Time (g_c+I1), s		6.2	6.4	8.2	3.5	3.6	2.5	7.1				
Green Ext Time (p_c), s		1.3	0.1	3.2	0.1	1.2	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			19.1									
HCM 2010 LOS			B									
Notes												

User approved volume balancing among the lanes for turning movement.







HCM 2010 Signalized Intersection Summary
 19: Wayne Rd & Water St

05/28/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	159	9	10	29	16	11	128	38	53	39	88
Future Volume (veh/h)	101	159	9	10	29	16	11	128	38	53	39	88
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1504	1879	1910	1890	1850	1890	1710	1912	1881	1872	1529	1910
Adj Flow Rate, veh/h	103	162	9	10	30	16	11	131	39	54	40	90
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	27	6	6	0	8	8	10	3	3	2	5	5
Cap, veh/h	535	602	33	447	267	143	409	317	94	461	123	276
Arrive On Green	0.13	0.34	0.34	0.03	0.24	0.24	0.03	0.22	0.22	0.10	0.29	0.29
Sat Flow, veh/h	1432	1764	98	1800	1137	606	1629	1416	422	1783	419	943
Grp Volume(v), veh/h	103	0	171	10	0	46	11	0	170	54	0	130
Grp Sat Flow(s),veh/h/ln	1432	0	1862	1800	0	1743	1629	0	1838	1783	0	1362
Q Serve(g_s), s	3.0	0.0	4.3	0.3	0.0	1.3	0.3	0.0	5.1	1.3	0.0	4.8
Cycle Q Clear(g_c), s	3.0	0.0	4.3	0.3	0.0	1.3	0.3	0.0	5.1	1.3	0.0	4.8
Prop In Lane	1.00		0.05	1.00		0.35	1.00		0.23	1.00		0.69
Lane Grp Cap(c), veh/h	535	0	635	447	0	410	409	0	411	461	0	398
V/C Ratio(X)	0.19	0.00	0.27	0.02	0.00	0.11	0.03	0.00	0.41	0.12	0.00	0.33
Avail Cap(c_a), veh/h	729	0	904	712	0	683	644	0	576	596	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	15.3	17.5	0.0	19.2	18.0	0.0	21.2	14.6	0.0	17.7
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.0	0.3	0.0	0.0	1.4	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.3	0.1	0.0	0.7	0.1	0.0	2.7	0.7	0.0	1.9
LnGrp Delay(d),s/veh	12.8	0.0	15.7	17.6	0.0	19.4	18.0	0.0	22.6	14.8	0.0	18.7
LnGrp LOS	B		B	B		B	B		C	B		B
Approach Vol, veh/h		274			56			181			184	
Approach Delay, s/veh		14.6			19.1			22.3			17.5	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	26.8	6.8	23.7	13.4	20.0	11.2	19.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	31.0	11.0	20.0	17.0	25.0	11.0	20.0				
Max Q Clear Time (g_c+I1), s	2.3	6.3	2.3	6.8	5.0	3.3	3.3	7.1				
Green Ext Time (p_c), s	0.0	1.7	0.0	1.9	0.3	1.6	0.1	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			17.8									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 10: Water St & Main St

05/28/2019























								
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑↑			
Traffic Volume (veh/h)	274	225	18	299	211	8		
Future Volume (veh/h)	274	225	18	299	211	8		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1854	1552	1881	1826	1516	1852		
Adj Flow Rate, veh/h	288	237	19	315	229	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	3	23	0	3	23	0		
Cap, veh/h	959	684	413	1483	710	387		
Arrive On Green	0.27	0.27	0.02	0.43	0.25	0.00		
Sat Flow, veh/h	3615	1320	1791	3561	2888	1575		
Grp Volume(v), veh/h	288	237	19	315	229	0		
Grp Sat Flow(s),veh/h/ln	1761	1320	1791	1735	1444	1575		
Q Serve(g_s), s	2.4	3.9	0.3	2.1	2.4	0.0		
Cycle Q Clear(g_c), s	2.4	3.9	0.3	2.1	2.4	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	959	684	413	1483	710	387		
V/C Ratio(X)	0.30	0.35	0.05	0.21	0.32	0.00		
Avail Cap(c_a), veh/h	3260	1546	720	4344	2044	1114		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	10.6	5.2	8.2	6.6	11.3	0.0		
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	2.1	0.1	1.0	1.0	0.0		
LnGrp Delay(d),s/veh	10.7	5.3	8.3	6.6	11.4	0.0		
LnGrp LOS	B	A	A	A	B			
Approach Vol, veh/h	525			334	229			
Approach Delay, s/veh	8.2			6.7	11.4			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.7	17.0		14.0		22.7		
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0		
Max Green Setting (Gmax), s	7.0	34.0		26.0		46.0		
Max Q Clear Time (g_c+I1), s	2.3	5.9		4.4		4.1		
Green Ext Time (p_c), s	0.0	1.5		0.6		1.5		
Intersection Summary								
HCM 2010 Ctrl Delay			8.5					
HCM 2010 LOS			A					
Notes								

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary

7: Pickwick St & Water St
























05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	141	150	76	141	14	166	233	101	14	169	25
Future Volume (veh/h)	35	141	150	76	141	14	166	233	101	14	169	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1826	1555	1726	1724	1462	1862	1742	1840	1881	1919	1900	1919
Adj Flow Rate, veh/h	38	155	165	84	155	15	182	256	111	15	186	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	21	9	8	30	30	8	1	1	0	1	0
Cap, veh/h	379	281	265	388	292	28	435	670	283	353	327	281
Arrive On Green	0.08	0.18	0.18	0.12	0.22	0.22	0.14	0.28	0.28	0.04	0.17	0.17
Sat Flow, veh/h	1739	1555	1467	1642	1313	127	1659	2399	1012	1828	1900	1631
Grp Volume(v), veh/h	38	155	165	84	0	170	182	185	182	15	186	27
Grp Sat Flow(s),veh/h/ln	1739	1555	1467	1642	0	1440	1659	1748	1662	1828	1900	1631
Q Serve(g_s), s	1.1	6.1	7.0	2.5	0.0	7.0	5.4	5.7	6.0	0.4	6.0	0.9
Cycle Q Clear(g_c), s	1.1	6.1	7.0	2.5	0.0	7.0	5.4	5.7	6.0	0.4	6.0	0.9
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	379	281	265	388	0	320	435	489	464	353	327	281
V/C Ratio(X)	0.10	0.55	0.62	0.22	0.00	0.53	0.42	0.38	0.39	0.04	0.57	0.10
Avail Cap(c_a), veh/h	519	819	773	451	0	759	455	870	827	571	945	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	25.1	25.5	17.8	0.0	23.1	16.8	19.5	19.6	21.3	25.6	23.5
Incr Delay (d2), s/veh	0.0	2.4	3.4	0.1	0.0	1.9	0.9	0.7	0.8	0.1	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.8	3.1	1.1	0.0	3.0	2.5	2.9	2.8	0.2	3.4	0.4
LnGrp Delay(d),s/veh	19.2	27.5	28.9	17.9	0.0	25.0	17.7	20.2	20.4	21.3	27.8	23.7
LnGrp LOS	B	C	C	B		C	B	C	C	C	C	C
Approach Vol, veh/h		358			254			549			228	
Approach Delay, s/veh		27.3			22.7			19.4			26.9	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	25.3	14.4	18.7	16.2	18.1	11.6	21.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	10.5	33.5	10.5	35.5	10.5	33.5	10.5	35.5				
Max Q Clear Time (g_c+I1), s	2.4	8.0	4.5	9.0	7.4	8.0	3.1	9.0				
Green Ext Time (p_c), s	0.0	3.6	0.0	3.2	0.2	3.6	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			23.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

18: Bell Rd & Wayne Rd

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	271	265	24	299	1	206	4	37	1	2	14
Future Volume (veh/h)	10	271	265	24	299	1	206	4	37	1	2	14
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1591	1720	1854	1818	1674	1890	1853	1855	1835	1900	1862	1900
Adj Flow Rate, veh/h	10	279	273	25	308	1	215	0	38	1	2	14
Adj No. of Lanes	1	2	1	1	2	0	2	0	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	20	11	3	4	13	13	2	0	3	0	0	0
Cap, veh/h	524	1600	930	513	1606	5	356	0	157	44	5	34
Arrive On Green	0.01	0.49	0.49	0.02	0.49	0.49	0.10	0.00	0.10	0.02	0.02	0.02
Sat Flow, veh/h	1515	3269	1576	1731	3251	11	3530	0	1560	1810	202	1411
Grp Volume(v), veh/h	10	279	273	25	151	158	215	0	38	1	0	16
Grp Sat Flow(s),veh/h/ln	1515	1634	1576	1731	1590	1672	1765	0	1560	1810	0	1613
Q Serve(g_s), s	0.2	3.2	5.8	0.5	3.6	3.6	3.9	0.0	1.5	0.0	0.0	0.7
Cycle Q Clear(g_c), s	0.2	3.2	5.8	0.5	3.6	3.6	3.9	0.0	1.5	0.0	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	524	1600	930	513	785	826	356	0	157	44	0	39
V/C Ratio(X)	0.02	0.17	0.29	0.05	0.19	0.19	0.60	0.00	0.24	0.02	0.00	0.41
Avail Cap(c_a), veh/h	778	1600	930	641	785	826	1126	0	497	577	0	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	9.6	6.8	8.2	9.5	9.5	29.0	0.0	27.9	32.1	0.0	32.4
Incr Delay (d2), s/veh	0.0	0.2	0.8	0.0	0.5	0.5	1.7	0.0	0.8	0.2	0.0	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.5	3.3	0.2	1.7	1.7	2.0	0.0	0.7	0.0	0.0	0.4
LnGrp Delay(d),s/veh	8.6	9.8	7.6	8.3	10.1	10.1	30.7	0.0	28.7	32.3	0.0	39.1
LnGrp LOS	A	A	A	A	B	B	C		C	C		D
Approach Vol, veh/h		562			334			253				17
Approach Delay, s/veh		8.8			9.9			30.4				38.7
Approach LOS		A			A			C				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	39.0		13.3	6.7	39.3		8.1				
Change Period (Y+Rc), s	5.5	6.0		6.5	6.0	6.0		6.5				
Max Green Setting (Gmax), s	6.5	33.0		21.5	12.0	27.0		21.5				
Max Q Clear Time (g_c+I1), s	2.5	7.8		5.9	2.2	5.6		2.7				
Green Ext Time (p_c), s	0.0	7.1		0.9	0.0	6.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.2									
HCM 2010 LOS			B									
Notes												

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
6: Harbert Dr & Wayne Rd

05/28/2019

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑		↙	↑↑	↙	↗		
Traffic Volume (veh/h)	549	60	42	560	53	51		
Future Volume (veh/h)	549	60	42	560	53	51		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1808	1910	1853	1734	1900	1863		
Adj Flow Rate, veh/h	572	62	44	583	55	53		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	6	6	2	9	0	2		
Cap, veh/h	1375	149	473	1987	320	280		
Arrive On Green	0.44	0.44	0.05	0.60	0.18	0.18		
Sat Flow, veh/h	3218	338	1765	3382	1810	1583		
Grp Volume(v), veh/h	314	320	44	583	55	53		
Grp Sat Flow(s),veh/h/ln	1718	1748	1765	1648	1810	1583		
Q Serve(g_s), s	6.8	6.9	0.7	4.7	1.4	1.6		
Cycle Q Clear(g_c), s	6.8	6.9	0.7	4.7	1.4	1.6		
Prop In Lane		0.19	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	755	769	473	1987	320	280		
V/C Ratio(X)	0.42	0.42	0.09	0.29	0.17	0.19		
Avail Cap(c_a), veh/h	755	769	573	1987	530	464		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.5	10.5	7.0	5.2	19.1	19.1		
Incr Delay (d2), s/veh	1.7	1.7	0.1	0.4	0.3	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.6	3.6	0.3	2.2	0.7	0.7		
LnGrp Delay(d),s/veh	12.2	12.2	7.0	5.6	19.3	19.4		
LnGrp LOS	B	B	A	A	B	B		
Approach Vol, veh/h	634			627	108			
Approach Delay, s/veh	12.2			5.7	19.4			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.9	30.0		15.7		38.9		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	6.0	24.0		16.0		24.0		
Max Q Clear Time (g_c+I1), s	2.7	8.9		3.6		6.7		
Green Ext Time (p_c), s	0.0	5.1		0.3		5.4		
Intersection Summary								
HCM 2010 Ctrl Delay			9.8					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary
 4: Wayne Rd & King St
























05/28/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	10	713	664	29	106	36		
Future Volume (veh/h)	10	713	664	29	106	36		
Number	1	6	2	12	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1736	1801	1754	1890	1818	1910		
Adj Flow Rate, veh/h	10	735	685	30	109	37		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	10	6	8	8	0	0		
Cap, veh/h	366	1973	1460	64	248	84		
Arrive On Green	0.02	0.58	0.45	0.45	0.20	0.20		
Sat Flow, veh/h	1653	3513	3340	142	1247	423		
Grp Volume(v), veh/h	10	735	351	364	147	0		
Grp Sat Flow(s),veh/h/ln	1653	1711	1666	1729	1681	0		
Q Serve(g_s), s	0.2	6.2	7.9	7.9	4.1	0.0		
Cycle Q Clear(g_c), s	0.2	6.2	7.9	7.9	4.1	0.0		
Prop In Lane	1.00			0.08	0.74	0.25		
Lane Grp Cap(c), veh/h	366	1973	748	776	335	0		
V/C Ratio(X)	0.03	0.37	0.47	0.47	0.44	0.00		
Avail Cap(c_a), veh/h	526	1973	748	776	503	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	7.6	6.1	10.3	10.3	18.8	0.0		
Incr Delay (d2), s/veh	0.0	0.5	2.1	2.0	0.9	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	3.0	4.0	4.2	2.0	0.0		
LnGrp Delay(d),s/veh	7.6	6.6	12.4	12.3	19.7	0.0		
LnGrp LOS	A	A	B	B	B			
Approach Vol, veh/h		745	715		147			
Approach Delay, s/veh		6.7	12.4		19.7			
Approach LOS		A	B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	6.8	30.0		16.6		36.8		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	6.0	24.0		16.0		24.0		
Max Q Clear Time (g_c+I1), s	2.2	9.9		6.1		8.2		
Green Ext Time (p_c), s	0.0	5.8		0.3		6.1		
Intersection Summary								
HCM 2010 Ctrl Delay			10.4					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary
 25: Wayne Rd & Main St/Florence

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	158	11	16	147	21	12	140	12	222	154	372
Future Volume (veh/h)	387	158	11	16	147	21	12	140	12	222	154	372
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1831	1910	1698	1828	1828	1890	1555	1890	1845	1535	1881
Adj Flow Rate, veh/h	403	165	11	17	153	22	12	146	12	231	160	388
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	4	4	13	5	5	0	22	22	4	25	2
Cap, veh/h	526	511	34	306	244	208	397	487	40	533	371	680
Arrive On Green	0.18	0.30	0.30	0.02	0.13	0.13	0.07	0.18	0.18	0.14	0.24	0.24
Sat Flow, veh/h	1783	1697	113	1617	1828	1553	1800	2767	225	1757	1535	1599
Grp Volume(v), veh/h	403	0	176	17	153	22	12	77	81	231	160	388
Grp Sat Flow(s),veh/h/ln	1783	0	1811	1617	1828	1553	1800	1477	1515	1757	1535	1599
Q Serve(g_s), s	10.0	0.0	4.1	0.5	4.3	0.7	0.3	2.5	2.5	5.6	4.8	10.0
Cycle Q Clear(g_c), s	10.0	0.0	4.1	0.5	4.3	0.7	0.3	2.5	2.5	5.6	4.8	10.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	526	0	545	306	244	208	397	260	267	533	371	680
V/C Ratio(X)	0.77	0.00	0.32	0.06	0.63	0.11	0.03	0.30	0.30	0.43	0.43	0.57
Avail Cap(c_a), veh/h	526	0	1831	576	1848	1571	828	760	780	839	790	1117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	14.7	19.8	22.3	20.7	15.4	19.5	19.5	14.4	17.5	11.9
Incr Delay (d2), s/veh	6.7	0.0	0.3	0.0	2.0	0.2	0.0	0.2	0.2	0.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	2.1	0.2	2.3	0.3	0.1	1.0	1.1	2.7	2.0	4.4
LnGrp Delay(d),s/veh	22.0	0.0	15.0	19.9	24.2	20.9	15.5	19.7	19.7	14.6	17.8	12.1
LnGrp LOS	C		B	B	C	C	B	B	B	B	B	B
Approach Vol, veh/h		579			192			170			779	
Approach Delay, s/veh		19.9			23.5			19.4			14.0	
Approach LOS		B			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	21.4	9.0	18.1	15.0	12.3	12.6	14.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	55.0	17.0	28.0	10.0	55.0	17.0	28.0				
Max Q Clear Time (g_c+I1), s	2.5	6.1	2.3	12.0	12.0	6.3	7.6	4.5				
Green Ext Time (p_c), s	0.0	1.0	0.0	1.1	0.0	1.0	0.2	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			17.6									
HCM 2010 LOS			B									























HCM 2010 Signalized Intersection Summary
 15: Patterson Rd & Wayne Rd

05/28/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	661	30	11	561	38	40	15	25	78	23	85
Future Volume (veh/h)	74	661	30	11	561	38	40	15	25	78	23	85
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1819	1787	1910	1890	1756	1890	1828	1793	1845	1854	1790	1910
Adj Flow Rate, veh/h	80	711	32	12	603	41	43	16	27	84	25	91
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	7	7	0	8	8	5	7	4	3	9	9
Cap, veh/h	379	1234	55	289	923	63	336	225	197	450	62	224
Arrive On Green	0.10	0.37	0.37	0.02	0.29	0.29	0.04	0.13	0.13	0.10	0.18	0.18
Sat Flow, veh/h	1732	3310	149	1800	3170	215	1741	1793	1568	1766	339	1234
Grp Volume(v), veh/h	80	365	378	12	317	327	43	16	27	84	0	116
Grp Sat Flow(s),veh/h/ln	1732	1698	1761	1800	1668	1718	1741	1793	1568	1766	0	1573
Q Serve(g_s), s	1.8	10.6	10.6	0.3	10.3	10.3	1.3	0.5	0.9	2.4	0.0	4.0
Cycle Q Clear(g_c), s	1.8	10.6	10.6	0.3	10.3	10.3	1.3	0.5	0.9	2.4	0.0	4.0
Prop In Lane	1.00		0.08	1.00		0.13	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	379	633	656	289	485	500	336	225	197	450	0	286
V/C Ratio(X)	0.21	0.58	0.58	0.04	0.65	0.65	0.13	0.07	0.14	0.19	0.00	0.41
Avail Cap(c_a), veh/h	436	659	684	437	593	611	431	783	685	504	0	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	15.5	15.5	15.2	19.2	19.2	22.0	23.9	24.1	19.5	0.0	22.3
Incr Delay (d2), s/veh	0.4	1.5	1.4	0.1	2.4	2.4	0.2	0.2	0.4	0.3	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.2	5.4	0.1	5.0	5.1	0.6	0.3	0.4	1.2	0.0	1.8
LnGrp Delay(d),s/veh	13.0	17.0	16.9	15.3	21.6	21.6	22.2	24.1	24.5	19.8	0.0	23.7
LnGrp LOS	B	B	B	B	C	C	C	C	C	B		C
Approach Vol, veh/h		823			656			86			200	
Approach Delay, s/veh		16.6			21.5			23.3			22.0	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	29.0	8.6	17.2	12.0	24.0	12.1	13.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	24.0	6.0	29.0	8.0	22.0	8.0	27.0				
Max Q Clear Time (g_c+I1), s	2.3	12.6	3.3	6.0	3.8	12.3	4.4	2.9				
Green Ext Time (p_c), s	0.0	6.4	0.0	0.9	0.1	5.7	0.1	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				19.3								
HCM 2010 LOS				B								












HCM 2010 Signalized Intersection Summary
 35: Florence & Higgins/Freewill

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	20	10	42	21	74	14	231	6	24	208	33
Future Volume (veh/h)	38	20	10	42	21	74	14	231	6	24	208	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1602	1910	1589	1658	1800	1890	1750	1890	1768	1773	1910
Adj Flow Rate, veh/h	48	25	12	52	26	92	18	289	8	30	260	41
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	45	45	45	19	14	5	0	8	0	8	8	8
Cap, veh/h	118	62	30	272	298	317	300	454	417	304	402	63
Arrive On Green	0.14	0.14	0.14	0.18	0.18	0.18	0.02	0.26	0.26	0.03	0.27	0.27
Sat Flow, veh/h	859	447	215	1513	1658	1530	1800	1750	1607	1684	1495	236
Grp Volume(v), veh/h	85	0	0	52	26	92	18	289	8	30	0	301
Grp Sat Flow(s),veh/h/ln	1521	0	0	1513	1658	1530	1800	1750	1607	1684	0	1731
Q Serve(g_s), s	2.6	0.0	0.0	1.5	0.7	2.6	0.4	7.4	0.2	0.7	0.0	7.8
Cycle Q Clear(g_c), s	2.6	0.0	0.0	1.5	0.7	2.6	0.4	7.4	0.2	0.7	0.0	7.8
Prop In Lane	0.56		0.14	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	210	0	0	272	298	317	300	454	417	304	0	466
V/C Ratio(X)	0.41	0.00	0.00	0.19	0.09	0.29	0.06	0.64	0.02	0.10	0.00	0.65
Avail Cap(c_a), veh/h	752	0	0	748	820	799	1159	1905	1749	1091	0	1883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	0.0	17.6	17.3	16.9	13.9	16.6	13.9	13.6	0.0	16.3
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.1	0.5	0.1	1.5	0.0	0.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.6	0.3	1.1	0.2	3.7	0.1	0.3	0.0	3.9
LnGrp Delay(d),s/veh	21.2	0.0	0.0	18.0	17.4	17.4	14.0	18.1	13.9	13.8	0.0	17.9
LnGrp LOS	C			B	B	B	B	B	B	B		B
Approach Vol, veh/h		85			170			315			331	
Approach Delay, s/veh		21.2			17.6			17.7			17.5	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	18.1		12.0	5.9	18.6		14.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	25.0	55.0		25.0	25.0	55.0		25.0				
Max Q Clear Time (g_c+I1), s	2.7	9.4		4.6	2.4	9.8		4.6				
Green Ext Time (p_c), s	0.0	3.7		0.4	0.0	3.7		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			17.9									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 31: Florence & Water St

















05/28/2019

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	97	174	126	371	254	49		
Future Volume (veh/h)	97	174	126	371	254	49		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1836	1891	1854	1872	1803	1881		
Adj Flow Rate, veh/h	109	196	142	417	285	55		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	4	5	4	3	4	4		
Cap, veh/h	427	392	474	942	377	73		
Arrive On Green	0.24	0.24	0.12	0.50	0.26	0.26		
Sat Flow, veh/h	1749	1608	1766	1872	1469	284		
Grp Volume(v), veh/h	109	196	142	417	0	340		
Grp Sat Flow(s),veh/h/ln	1749	1608	1766	1872	0	1753		
Q Serve(g_s), s	2.0	4.1	2.0	5.6	0.0	7.1		
Cycle Q Clear(g_c), s	2.0	4.1	2.0	5.6	0.0	7.1		
Prop In Lane	1.00	1.00	1.00			0.16		
Lane Grp Cap(c), veh/h	427	392	474	942	0	450		
V/C Ratio(X)	0.26	0.50	0.30	0.44	0.00	0.76		
Avail Cap(c_a), veh/h	752	691	575	2273	0	1596		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	12.0	12.9	8.3	6.3	0.0	13.6		
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.1	0.0	1.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	1.8	0.9	2.9	0.0	3.5		
LnGrp Delay(d),s/veh	12.2	13.2	8.4	6.4	0.0	14.5		
LnGrp LOS	B	B	A	A		B		
Approach Vol, veh/h	305			559	340			
Approach Delay, s/veh	12.8			6.9	14.5			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	9.7	15.1		14.6		24.9		
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		
Max Green Setting (Gmax), s	7.0	36.0		17.0		48.0		
Max Q Clear Time (g_c+I1), s	4.0	9.1		6.1		7.6		
Green Ext Time (p_c), s	0.1	1.1		0.6		1.1		
Intersection Summary								
HCM 2010 Ctrl Delay				10.6				
HCM 2010 LOS				B				

HCM 2010 Signalized Intersection Summary

14: Guinn St & Main St





















05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	403	7	7	508	10	0	0	0	22	2	8
Future Volume (veh/h)	8	403	7	7	508	10	0	0	0	22	2	8
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1911	1890	1928	1891	1928				1910	1986	1910
Adj Flow Rate, veh/h	9	429	7	7	540	11				23	2	9
Adj No. of Lanes	0	1	0	0	1	1				0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	2	2	0				0	0	0
Cap, veh/h	70	1416	23	66	1437	1252				72	6	28
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76				0.06	0.06	0.06
Sat Flow, veh/h	10	1853	30	5	1881	1639				1243	108	486
Grp Volume(v), veh/h	445	0	0	547	0	11				34	0	0
Grp Sat Flow(s),veh/h/ln	1894	0	0	1886	0	1639				1838	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.1				1.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	0.0	5.7	0.0	0.1				1.0	0.0	0.0
Prop In Lane	0.02		0.02	0.01		1.00				0.68		0.26
Lane Grp Cap(c), veh/h	1509	0	0	1503	0	1252				106	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.36	0.00	0.01				0.32	0.00	0.00
Avail Cap(c_a), veh/h	1524	0	0	1518	0	1266				593	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.1	0.0	0.0	2.3	0.0	1.7				26.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0				1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	2.9	0.0	0.0				0.6	0.0	0.0
LnGrp Delay(d),s/veh	2.2	0.0	0.0	2.4	0.0	1.7				28.3	0.0	0.0
LnGrp LOS	A			A		A				C		
Approach Vol, veh/h		445			558							34
Approach Delay, s/veh		2.2			2.4							28.3
Approach LOS		A			A							C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		50.5		8.4		50.5						
Change Period (Y+Rc), s		5.5		5.0		5.5						
Max Green Setting (Gmax), s		45.5		19.0		45.5						
Max Q Clear Time (g_c+I1), s		7.7		3.0		6.2						
Green Ext Time (p_c), s		3.5		0.1		3.5						
Intersection Summary												
HCM 2010 Ctrl Delay			3.2									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary

2: Pickwick St & Main St

05/28/2019























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	391	27	165	439	8	50	136	265	13	47	8
Future Volume (veh/h)	16	391	27	165	439	8	50	136	265	13	47	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1874	1910	1844	1828	1881	1818	1890	1853	1890	1813	1890
Adj Flow Rate, veh/h	17	425	29	179	477	9	54	148	288	14	51	9
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	3	3	4	0	2	4	4	4
Cap, veh/h	37	699	48	225	1123	21	136	703	788	97	255	39
Arrive On Green	0.02	0.21	0.21	0.13	0.31	0.31	0.08	0.37	0.37	0.20	0.20	0.20
Sat Flow, veh/h	1819	3384	230	1756	3576	67	1731	1891	1575	139	1305	200
Grp Volume(v), veh/h	17	223	231	179	244	242	54	148	288	74	0	0
Grp Sat Flow(s),veh/h/ln	1819	1781	1834	1756	1828	1816	1731	1891	1575	1644	0	0
Q Serve(g_s), s	0.6	7.0	7.0	6.1	6.5	6.5	1.8	3.3	6.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	7.0	7.0	6.1	6.5	6.5	1.8	3.3	6.9	2.1	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.04	1.00		1.00	0.19		0.12
Lane Grp Cap(c), veh/h	37	368	378	225	574	570	136	703	788	391	0	0
V/C Ratio(X)	0.46	0.61	0.61	0.80	0.42	0.43	0.40	0.21	0.37	0.19	0.00	0.00
Avail Cap(c_a), veh/h	415	842	867	401	865	859	254	1449	1409	883	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.7	22.1	22.1	26.0	16.6	16.7	26.9	13.1	9.4	20.7	0.0	0.0
Incr Delay (d2), s/veh	3.2	1.6	1.6	2.4	0.5	0.5	2.7	0.1	0.3	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.6	3.7	3.1	3.3	3.3	1.0	1.7	3.0	1.1	0.0	0.0
LnGrp Delay(d),s/veh	32.9	23.7	23.7	28.4	17.1	17.2	29.5	13.3	9.7	20.9	0.0	0.0
LnGrp LOS	C	C	C	C	B	B	C	B	A	C		
Approach Vol, veh/h		471			665			490			74	
Approach Delay, s/veh		24.0			20.2			12.9			20.9	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		28.8	13.8	18.7	10.8	18.0	7.3	25.2				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		47.0	14.0	29.0	9.0	32.0	14.0	29.0				
Max Q Clear Time (g_c+I1), s		8.9	8.1	9.0	3.8	4.1	2.6	8.5				
Green Ext Time (p_c), s		2.3	0.2	3.6	0.1	2.2	0.0	3.7				
Intersection Summary												
HCM 2010 Ctrl Delay			19.2									
HCM 2010 LOS			B									
Notes												

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary





















7: Pickwick St & Water St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	184	160	87	155	13	207	420	102	13	207	16
Future Volume (veh/h)	43	184	160	87	155	13	207	420	102	13	207	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1791	1636	1826	1808	1524	1862	1758	1855	1881	1919	1881	1810
Adj Flow Rate, veh/h	50	214	186	101	180	15	241	488	119	15	241	19
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	15	3	3	24	24	7	1	1	0	2	6
Cap, veh/h	368	323	306	367	316	26	419	872	211	297	402	329
Arrive On Green	0.09	0.20	0.20	0.12	0.23	0.23	0.13	0.31	0.31	0.04	0.21	0.21
Sat Flow, veh/h	1706	1636	1552	1722	1388	116	1674	2815	682	1828	1881	1539
Grp Volume(v), veh/h	50	214	186	101	0	195	241	305	302	15	241	19
Grp Sat Flow(s),veh/h/ln	1706	1636	1552	1722	0	1504	1674	1762	1735	1828	1881	1539
Q Serve(g_s), s	1.6	9.2	8.3	3.3	0.0	8.8	8.0	11.0	11.1	0.5	8.8	0.7
Cycle Q Clear(g_c), s	1.6	9.2	8.3	3.3	0.0	8.8	8.0	11.0	11.1	0.5	8.8	0.7
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	368	323	306	367	0	342	419	546	537	297	402	329
V/C Ratio(X)	0.14	0.66	0.61	0.28	0.00	0.57	0.58	0.56	0.56	0.05	0.60	0.06
Avail Cap(c_a), veh/h	458	763	724	405	0	701	429	775	763	483	828	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	28.2	27.9	19.7	0.0	26.1	18.5	21.9	22.0	21.7	27.0	23.8
Incr Delay (d2), s/veh	0.1	3.3	2.8	0.1	0.0	2.1	2.3	1.3	1.3	0.1	2.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.5	3.8	1.5	0.0	3.8	3.9	5.5	5.5	0.2	4.8	0.3
LnGrp Delay(d),s/veh	20.5	31.5	30.6	19.9	0.0	28.2	20.8	23.2	23.3	21.8	29.0	23.9
LnGrp LOS	C	C	C	B		C	C	C	C	C	C	C
Approach Vol, veh/h		450			296			848			275	
Approach Delay, s/veh		29.9			25.4			22.6			28.3	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	30.1	15.3	21.5	16.5	22.8	13.0	23.8				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	10.5	33.5	10.5	35.5	10.5	33.5	10.5	35.5				
Max Q Clear Time (g_c+I1), s	2.5	13.1	5.3	11.2	10.0	10.8	3.6	10.8				
Green Ext Time (p_c), s	0.0	5.3	0.0	3.8	0.1	5.5	0.0	3.8				
Intersection Summary												
HCM 2010 Ctrl Delay			25.6									
HCM 2010 LOS			C									







HCM 2010 Signalized Intersection Summary
 19: Wayne Rd & Water St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	173	17	5	134	21	11	69	24	30	47	90
Future Volume (veh/h)	111	173	17	5	134	21	11	69	24	30	47	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1618	1867	1910	1890	1885	1890	1881	1895	1881	1854	1623	1910
Adj Flow Rate, veh/h	126	197	19	6	152	24	12	78	27	34	53	102
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	7	7	0	5	5	0	3	3	3	0	0
Cap, veh/h	518	632	61	439	393	62	368	276	96	446	123	236
Arrive On Green	0.15	0.38	0.38	0.02	0.25	0.25	0.03	0.21	0.21	0.07	0.25	0.25
Sat Flow, veh/h	1541	1676	162	1800	1589	251	1791	1346	466	1766	497	957
Grp Volume(v), veh/h	126	0	216	6	0	176	12	0	105	34	0	155
Grp Sat Flow(s),veh/h/ln	1541	0	1838	1800	0	1840	1791	0	1812	1766	0	1454
Q Serve(g_s), s	3.1	0.0	5.0	0.1	0.0	4.8	0.3	0.0	3.0	0.9	0.0	5.4
Cycle Q Clear(g_c), s	3.1	0.0	5.0	0.1	0.0	4.8	0.3	0.0	3.0	0.9	0.0	5.4
Prop In Lane	1.00		0.09	1.00		0.14	1.00		0.26	1.00		0.66
Lane Grp Cap(c), veh/h	518	0	693	439	0	456	368	0	372	446	0	359
V/C Ratio(X)	0.24	0.00	0.31	0.01	0.00	0.39	0.03	0.00	0.28	0.08	0.00	0.43
Avail Cap(c_a), veh/h	727	0	940	737	0	759	639	0	598	639	0	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	13.3	16.5	0.0	19.0	17.9	0.0	20.3	16.2	0.0	19.2
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.0	0.0	1.1	0.1	0.0	0.9	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.6	0.1	0.0	2.6	0.2	0.0	1.6	0.4	0.0	2.4
LnGrp Delay(d),s/veh	11.7	0.0	13.9	16.5	0.0	20.1	18.0	0.0	21.2	16.3	0.0	21.0
LnGrp LOS	B		B	B		C	B		C	B		C
Approach Vol, veh/h		342			182			117				189
Approach Delay, s/veh		13.1			20.0			20.9				20.1
Approach LOS		B			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	27.8	6.8	20.0	13.8	20.0	9.4	17.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	31.0	11.0	20.0	17.0	25.0	11.0	20.0				
Max Q Clear Time (g_c+I1), s	2.1	7.0	2.3	7.4	5.1	6.8	2.9	5.0				
Green Ext Time (p_c), s	0.0	3.3	0.0	1.6	0.4	3.0	0.0	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			17.3									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 10: Water St & Main St
























05/28/2019

								
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑↑			
Traffic Volume (veh/h)	316	214	12	441	337	8		
Future Volume (veh/h)	316	214	12	441	337	8		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1836	1660	1881	1826	1688	1852		
Adj Flow Rate, veh/h	329	223	12	459	358	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	4	15	0	3	10	0		
Cap, veh/h	937	749	382	1442	842	413		
Arrive On Green	0.27	0.27	0.01	0.42	0.26	0.00		
Sat Flow, veh/h	3580	1411	1791	3561	3214	1575		
Grp Volume(v), veh/h	329	223	12	459	358	0		
Grp Sat Flow(s),veh/h/ln	1744	1411	1791	1735	1607	1575		
Q Serve(g_s), s	2.8	3.3	0.2	3.3	3.4	0.0		
Cycle Q Clear(g_c), s	2.8	3.3	0.2	3.3	3.4	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	937	749	382	1442	842	413		
V/C Ratio(X)	0.35	0.30	0.03	0.32	0.43	0.00		
Avail Cap(c_a), veh/h	3187	1659	696	4288	2245	1100		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	11.0	4.9	8.6	7.3	11.4	0.0		
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.4	2.0	0.1	1.5	1.5	0.0		
LnGrp Delay(d),s/veh	11.1	4.9	8.6	7.4	11.5	0.0		
LnGrp LOS	B	A	A	A	B			
Approach Vol, veh/h	552			471	358			
Approach Delay, s/veh	8.6			7.4	11.5			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.5	17.0		14.8		22.5		
Change Period (Y+Rc), s	5.0	7.0		5.0		7.0		
Max Green Setting (Gmax), s	7.0	34.0		26.0		46.0		
Max Q Clear Time (g_c+I1), s	2.2	5.3		5.4		5.3		
Green Ext Time (p_c), s	0.0	1.9		0.9		1.9		
Intersection Summary								
HCM 2010 Ctrl Delay			9.0					
HCM 2010 LOS			A					
Notes								

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
 18: Bell Rd & Wayne Rd












05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	308	341	17	264	0	253	4	57	0	3	4
Future Volume (veh/h)	10	308	341	17	264	0	253	4	57	0	3	4
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1768	1891	1890	1734	1890	1853	1855	1818	1900	1976	1900
Adj Flow Rate, veh/h	11	324	359	18	278	0	269	0	60	0	3	4
Adj No. of Lanes	1	2	1	1	2	0	2	0	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	8	1	0	9	9	2	0	4	0	0	0
Cap, veh/h	622	1642	979	470	1606	0	424	0	186	20	8	11
Arrive On Green	0.01	0.49	0.49	0.02	0.49	0.00	0.12	0.00	0.12	0.00	0.01	0.01
Sat Flow, veh/h	1819	3359	1607	1800	3382	0	3530	0	1545	1810	769	1026
Grp Volume(v), veh/h	11	324	359	18	278	0	269	0	60	0	0	7
Grp Sat Flow(s),veh/h/ln	1819	1680	1607	1800	1648	0	1765	0	1545	1810	0	1795
Q Serve(g_s), s	0.2	3.7	7.6	0.3	3.2	0.0	4.9	0.0	2.4	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.2	3.7	7.6	0.3	3.2	0.0	4.9	0.0	2.4	0.0	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	622	1642	979	470	1606	0	424	0	186	20	0	20
V/C Ratio(X)	0.02	0.20	0.37	0.04	0.17	0.00	0.63	0.00	0.32	0.00	0.00	0.36
Avail Cap(c_a), veh/h	925	1642	979	613	1606	0	1125	0	492	576	0	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	9.8	6.6	8.5	9.7	0.0	28.3	0.0	27.2	0.0	0.0	33.1
Incr Delay (d2), s/veh	0.0	0.3	1.1	0.0	0.2	0.0	1.6	0.0	1.0	0.0	0.0	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	4.7	0.2	1.5	0.0	2.5	0.0	1.1	0.0	0.0	0.2
LnGrp Delay(d),s/veh	8.6	10.0	7.7	8.5	9.9	0.0	29.9	0.0	28.2	0.0	0.0	43.7
LnGrp LOS	A	B	A	A	A		C		C			D
Approach Vol, veh/h		694			296			329				7
Approach Delay, s/veh		8.8			9.8			29.5				43.7
Approach LOS		A			A			C				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	39.0		14.6	6.7	38.9		7.2				
Change Period (Y+Rc), s	5.5	6.0		6.5	6.0	6.0		6.5				
Max Green Setting (Gmax), s	6.5	33.0		21.5	12.0	27.0		21.5				
Max Q Clear Time (g_c+I1), s	2.3	9.6		6.9	2.2	5.2		2.3				
Green Ext Time (p_c), s	0.0	8.2		1.2	0.0	7.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.4									
HCM 2010 LOS			B									
Notes												

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
6: Harbert Dr & Wayne Rd

05/28/2019

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	663	43	32	515	84	64		
Future Volume (veh/h)	663	43	32	515	84	64		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1838	1910	1890	1767	1810	1863		
Adj Flow Rate, veh/h	729	47	35	566	92	70		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	4	4	0	7	5	2		
Cap, veh/h	1440	93	403	1965	342	314		
Arrive On Green	0.43	0.43	0.05	0.59	0.20	0.20		
Sat Flow, veh/h	3424	215	1800	3445	1723	1583		
Grp Volume(v), veh/h	382	394	35	566	92	70		
Grp Sat Flow(s),veh/h/ln	1746	1800	1800	1678	1723	1583		
Q Serve(g_s), s	8.8	8.8	0.5	4.7	2.5	2.1		
Cycle Q Clear(g_c), s	8.8	8.8	0.5	4.7	2.5	2.1		
Prop In Lane		0.12	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	755	778	403	1965	342	314		
V/C Ratio(X)	0.51	0.51	0.09	0.29	0.27	0.22		
Avail Cap(c_a), veh/h	755	778	516	1965	497	456		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	11.4	11.5	7.8	5.7	18.8	18.7		
Incr Delay (d2), s/veh	2.4	2.3	0.1	0.4	0.4	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.8	4.9	0.3	2.2	1.2	0.9		
LnGrp Delay(d),s/veh	13.9	13.8	7.9	6.1	19.3	19.0		
LnGrp LOS	B	B	A	A	B	B		
Approach Vol, veh/h	776			601	162			
Approach Delay, s/veh	13.8			6.2	19.2			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.5	30.0		17.0		38.5		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	6.0	24.0		16.0		24.0		
Max Q Clear Time (g_c+I1), s	2.5	10.8		4.5		6.7		
Green Ext Time (p_c), s	0.0	5.2		0.4		5.9		
Intersection Summary								
HCM 2010 Ctrl Delay			11.4					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary
4: Wayne Rd & King St























05/28/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	14	780	648	52	116	30		
Future Volume (veh/h)	14	780	648	52	116	30		
Number	1	6	2	12	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1785	1836	1771	1890	1825	1910		
Adj Flow Rate, veh/h	15	821	682	55	122	32		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	7	4	7	7	0	0		
Cap, veh/h	371	2015	1401	113	268	70		
Arrive On Green	0.02	0.58	0.44	0.44	0.20	0.20		
Sat Flow, veh/h	1700	3580	3242	254	1335	350		
Grp Volume(v), veh/h	15	821	364	373	155	0		
Grp Sat Flow(s),veh/h/ln	1700	1744	1682	1726	1697	0		
Q Serve(g_s), s	0.2	7.0	8.3	8.3	4.3	0.0		
Cycle Q Clear(g_c), s	0.2	7.0	8.3	8.3	4.3	0.0		
Prop In Lane	1.00			0.15	0.79	0.21		
Lane Grp Cap(c), veh/h	371	2015	747	766	340	0		
V/C Ratio(X)	0.04	0.41	0.49	0.49	0.46	0.00		
Avail Cap(c_a), veh/h	522	2015	747	766	502	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	7.7	6.3	10.7	10.7	19.0	0.0		
Incr Delay (d2), s/veh	0.0	0.6	2.3	2.2	1.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	3.5	4.3	4.4	2.1	0.0		
LnGrp Delay(d),s/veh	7.8	6.9	12.9	12.9	20.0	0.0		
LnGrp LOS	A	A	B	B	B			
Approach Vol, veh/h		836	737		155			
Approach Delay, s/veh		6.9	12.9		20.0			
Approach LOS		A	B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.2	30.0		16.8		37.2		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	6.0	24.0		16.0		24.0		
Max Q Clear Time (g_c+I1), s	2.2	10.3		6.3		9.0		
Green Ext Time (p_c), s	0.0	6.2		0.3		6.5		
Intersection Summary								
HCM 2010 Ctrl Delay			10.6					
HCM 2010 LOS			B					























HCM 2010 Signalized Intersection Summary
 25: Wayne Rd & Main St/Florence

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	468	182	13	26	220	16	6	182	16	188	131	422
Future Volume (veh/h)	468	182	13	26	220	16	6	182	16	188	131	422
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1841	1910	1845	1828	1919	1890	1700	1890	1863	1548	1881
Adj Flow Rate, veh/h	488	190	14	27	229	17	6	190	17	196	136	440
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	4	4	4	5	0	0	10	10	3	24	2
Cap, veh/h	477	531	39	362	316	282	404	658	58	516	415	692
Arrive On Green	0.16	0.31	0.31	0.02	0.17	0.17	0.07	0.22	0.22	0.11	0.27	0.27
Sat Flow, veh/h	1801	1694	125	1757	1828	1631	1800	3001	266	1774	1548	1599
Grp Volume(v), veh/h	488	0	204	27	229	17	6	101	106	196	136	440
Grp Sat Flow(s),veh/h/ln	1801	0	1819	1757	1828	1631	1800	1615	1653	1774	1548	1599
Q Serve(g_s), s	10.0	0.0	5.3	0.8	7.2	0.5	0.1	3.2	3.2	5.0	4.3	13.1
Cycle Q Clear(g_c), s	10.0	0.0	5.3	0.8	7.2	0.5	0.1	3.2	3.2	5.0	4.3	13.1
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	477	0	570	362	316	282	404	354	363	516	415	692
V/C Ratio(X)	1.02	0.00	0.36	0.07	0.73	0.06	0.01	0.29	0.29	0.38	0.33	0.64
Avail Cap(c_a), veh/h	477	0	1645	608	1653	1475	789	744	761	809	713	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	16.2	19.9	23.8	21.0	15.6	19.8	19.8	15.3	17.9	13.5
Incr Delay (d2), s/veh	47.3	0.0	0.3	0.0	2.4	0.1	0.0	0.2	0.2	0.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	2.7	0.4	3.8	0.2	0.1	1.4	1.5	2.4	1.8	5.8
LnGrp Delay(d),s/veh	66.6	0.0	16.4	19.9	26.1	21.1	15.6	19.9	20.0	15.4	18.0	13.9
LnGrp LOS	F		B	B	C	C	B	B	B	B	B	B
Approach Vol, veh/h		692			273			213			772	
Approach Delay, s/veh		51.8			25.2			19.8			15.0	
Approach LOS		D			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	24.0	9.0	21.3	15.0	15.5	12.0	18.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	55.0	17.0	28.0	10.0	55.0	17.0	28.0				
Max Q Clear Time (g_c+I1), s	2.8	7.3	2.1	15.1	12.0	9.2	7.0	5.2				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.2	0.0	1.3	0.2	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			30.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 15: Patterson Rd & Wayne Rd

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	687	8	15	556	81	35	20	22	103	22	89
Future Volume (veh/h)	103	687	8	15	556	81	35	20	22	103	22	89
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1854	1837	1910	1890	1769	1890	1761	1919	1919	1891	1808	1910
Adj Flow Rate, veh/h	108	723	8	16	585	85	37	21	23	108	23	94
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	4	0	7	7	9	0	0	1	0	0
Cap, veh/h	387	1332	15	306	853	124	322	233	198	459	59	242
Arrive On Green	0.11	0.38	0.38	0.02	0.29	0.29	0.04	0.12	0.12	0.11	0.19	0.19
Sat Flow, veh/h	1766	3536	39	1800	2947	427	1677	1919	1631	1801	311	1272
Grp Volume(v), veh/h	108	357	374	16	333	337	37	21	23	108	0	117
Grp Sat Flow(s),veh/h/ln	1766	1745	1830	1800	1680	1694	1677	1919	1631	1801	0	1583
Q Serve(g_s), s	2.4	10.2	10.2	0.4	11.2	11.3	1.2	0.6	0.8	3.1	0.0	4.1
Cycle Q Clear(g_c), s	2.4	10.2	10.2	0.4	11.2	11.3	1.2	0.6	0.8	3.1	0.0	4.1
Prop In Lane	1.00		0.02	1.00		0.25	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	387	658	690	306	486	490	322	233	198	459	0	302
V/C Ratio(X)	0.28	0.54	0.54	0.05	0.68	0.69	0.12	0.09	0.12	0.24	0.00	0.39
Avail Cap(c_a), veh/h	420	658	690	440	579	583	416	811	689	492	0	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	15.6	15.6	15.6	20.1	20.1	23.1	24.9	25.0	19.9	0.0	22.6
Incr Delay (d2), s/veh	0.6	1.2	1.1	0.1	3.2	3.3	0.2	0.2	0.4	0.4	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.1	5.3	0.2	5.6	5.7	0.6	0.3	0.4	1.6	0.0	1.9
LnGrp Delay(d),s/veh	13.5	16.8	16.7	15.7	23.4	23.4	23.3	25.2	25.4	20.3	0.0	23.8
LnGrp LOS	B	B	B	B	C	C	C	C	C	C		C
Approach Vol, veh/h		839			686			81			225	
Approach Delay, s/veh		16.3			23.2			24.4			22.1	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	30.1	8.4	18.2	12.8	24.5	12.8	13.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	24.0	6.0	29.0	8.0	22.0	8.0	27.0				
Max Q Clear Time (g_c+I1), s	2.4	12.2	3.2	6.1	4.4	13.3	5.1	2.8				
Green Ext Time (p_c), s	0.0	6.6	0.0	0.9	0.1	5.2	0.1	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				20.0								
HCM 2010 LOS				B								



Appendix E: CLEARANCE INTERVALS

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



in cooperation with



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

ID	Intersection	Pedestrian Timings	Intersection Geometry	Vehicle Clearance Intervals																																																																																																																													
N/A	Main St and Water Street	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Phase</th><th>P2</th><th>P4</th><th></th><th></th></tr> <tr><td>Movement</td><td>EB</td><td>NB</td><td></td><td></td></tr> <tr><td>Existing W, FDW Time</td><td>7.0 16.0</td><td>7.0 19.0</td><td></td><td></td></tr> <tr><td>Crossing Distance</td><td>60</td><td>74</td><td></td><td></td></tr> <tr><td>Theoretical Pedestrian Clearance Time</td><td>17.1</td><td>21.1</td><td></td><td></td></tr> <tr><td>Theoretical Walk, Flashing Don't Walk Times</td><td>7.0 14.1</td><td>7.0 18.1</td><td></td><td></td></tr> <tr><td>Chosen Walk, Flashing Don't Walk Times</td><td>8.0 15.0</td><td>8.0 19.0</td><td></td><td></td></tr> </table> <p style="font-size: small; color: red;">* Added "Walk" Time because distance from Pushbutton is greater than 6'.</p>	Phase	P2	P4			Movement	EB	NB			Existing W, FDW Time	7.0 16.0	7.0 19.0			Crossing Distance	60	74			Theoretical Pedestrian Clearance Time	17.1	21.1			Theoretical Walk, Flashing Don't Walk Times	7.0 14.1	7.0 18.1			Chosen Walk, Flashing Don't Walk Times	8.0 15.0	8.0 19.0			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Approach</th><th>NBT</th><th>NBL</th><th>WBT</th><th>WBL</th><th>SBT</th><th>SBL</th><th>EBT</th><th>EBL</th></tr> <tr><td>Intersection Width</td><td></td><td>117</td><td>105</td><td>101</td><td></td><td></td><td>100</td><td></td></tr> <tr><td>Approach speed</td><td></td><td>30</td><td>35</td><td>30</td><td></td><td></td><td>35</td><td></td></tr> <tr><td>Grade</td><td></td><td>5</td><td>2</td><td></td><td></td><td></td><td>-1</td><td></td></tr> </table>	Approach	NBT	NBL	WBT	WBL	SBT	SBL	EBT	EBL	Intersection Width		117	105	101			100		Approach speed		30	35	30			35		Grade		5	2				-1		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><th>Phase</th><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th></tr> <tr><td>Movement</td><td>WBL</td><td>EBT</td><td></td><td>NBL</td><td></td><td>WBT</td><td></td><td></td></tr> <tr><td>Existing Y AR</td><td>4.0 1.0</td><td>5.0 2.0</td><td></td><td>4.0 1.0</td><td></td><td>5.0 2.0</td><td></td><td></td></tr> <tr><td>Theoretical Clearance</td><td>4.5</td><td>5.1</td><td></td><td>4.7</td><td></td><td>4.9</td><td></td><td></td></tr> <tr><td>Theoretical Y AR</td><td>2.7 1.7</td><td>4.2 0.9</td><td></td><td>2.6 2.1</td><td></td><td>3.9 1.0</td><td></td><td></td></tr> <tr><td>Chosen Y AR</td><td>3.5 2.0</td><td>4.5 1.5</td><td></td><td>3.5 2.0</td><td></td><td>4.5 1.5</td><td></td><td></td></tr> </table>	Phase	1	2	3	4	5	6	7	8	Movement	WBL	EBT		NBL		WBT			Existing Y AR	4.0 1.0	5.0 2.0		4.0 1.0		5.0 2.0			Theoretical Clearance	4.5	5.1		4.7		4.9			Theoretical Y AR	2.7 1.7	4.2 0.9		2.6 2.1		3.9 1.0			Chosen Y AR	3.5 2.0	4.5 1.5		3.5 2.0		4.5 1.5		
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Appendix F: PROPOSED LEVEL OF SERVICE

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



in cooperation with



INTERSECTION LEVEL OF SERVICE ANALYSIS

Savannah TSM&O























Intersection	EXISTING (2019)			PROPOSED (2019)			Comment
	PEAK PERIOD						
	AM	MD	PM	AM	MD	PM	
Water Street & Main Street	A	A	A	A	A	A	
Main Street & Guinn Street	A	A	A	A	A	A	
Main Street & Pickwick Road	C	B	B	C ¹	B	B ²	Proposed Analysis shows Single WB Left Lane; Proposed Coordination for select hours Monday through Friday (AM, PM plans if protected left turns are removed)
Main Street & Wayne Road	B	B	C	C	B	C	Proposed Coordination for select hours Monday through Friday (AM, PM plans)
Water Street & Pickwick Road	C	C	C	C	B	C	Proposed Coordination for select hours Monday through Friday (AM, PM plans)
Water Street & Hanna Blvd.	B	B	B	B	B	B	
Water Street & Florence Road	A	B	B	B	B	B	
Florence Road & Higgins Drive	B	B	B	B	B	B	New Traffic Signal Phasing Operation Proposed/MAX2 and MAX3 by Time of Day
Wayne Road & King Street	A	B	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM, MD, PM plans)
Wayne Road & Patterson Road	B	B	B	B	B	B	Proposed Coordination for select hours Monday through Friday (AM, MD, PM plans)
Wayne Road & Harbert Drive	A	A	B	A	A	A	Proposed Coordination for select hours Monday through Friday (AM, MD, PM plans)
Wayne Road & Bell Lane	B	B	B	B	B	C	Proposed Coordination for select hours Monday through Friday (AM, MD, PM plans)

¹ Existing Westbound Left Turn LOS for AM Peak: C (30.4 sec/veh); Proposed Westbound Left Turn LOS for AM Peak: B (11.5 sec/veh). 62% Delay Reduction

² Existing Westbound Left Turn LOS for PM Peak: C (28.4 sec/veh); Proposed Westbound Left Turn LOS for AM Peak: A (8.6 sec/veh). 70% Delay Reduction












HCM 2010 Signalized Intersection Summary
 35: Florence & Higgins/Freewill

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	47	9	28	43	95	21	189	78	85	114	22
Future Volume (veh/h)	41	47	9	28	43	95	21	189	78	85	114	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1838	1910	1767	1630	1800	1890	1750	1719	1872	1748	1910
Adj Flow Rate, veh/h	52	59	11	35	54	120	27	239	99	108	144	28
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	6	6	6	7	16	5	0	8	10	2	11	11
Cap, veh/h	179	172	26	592	632	700	414	372	464	347	392	76
Arrive On Green	0.18	0.18	0.18	0.11	0.39	0.39	0.02	0.21	0.21	0.07	0.28	0.28
Sat Flow, veh/h	468	950	141	1683	1630	1530	1800	1750	1461	1783	1423	277
Grp Volume(v), veh/h	122	0	0	35	54	120	27	239	99	108	0	172
Grp Sat Flow(s),veh/h/ln	1558	0	0	1683	1630	1530	1800	1750	1461	1783	0	1700
Q Serve(g_s), s	0.9	0.0	0.0	0.8	1.1	2.5	0.6	6.8	2.7	2.5	0.0	4.4
Cycle Q Clear(g_c), s	3.4	0.0	0.0	0.8	1.1	2.5	0.6	6.8	2.7	2.5	0.0	4.4
Prop In Lane	0.43		0.09	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	377	0	0	592	632	700	414	372	464	347	0	468
V/C Ratio(X)	0.32	0.00	0.00	0.06	0.09	0.17	0.07	0.64	0.21	0.31	0.00	0.37
Avail Cap(c_a), veh/h	1029	0	0	708	1167	1202	700	1896	1737	682	0	1997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	12.7	10.5	8.7	16.1	19.6	13.6	15.4	0.0	15.9
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.1	0.1	0.1	1.9	0.2	0.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.4	0.5	1.1	0.3	3.4	1.1	1.3	0.0	2.1
LnGrp Delay(d),s/veh	20.1	0.0	0.0	12.8	10.6	8.8	16.2	21.4	13.8	15.9	0.0	16.4
LnGrp LOS	C			B	B	A	B	C	B	B		B
Approach Vol, veh/h		122			209			365				280
Approach Delay, s/veh		20.1			9.9			19.0				16.2
Approach LOS		C			A			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	17.6	11.2	15.9	6.3	21.0		27.1				
Change Period (Y+Rc), s	6.0	6.0	5.5	6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	59.0	9.5	34.0	10.0	64.0		39.0				
Max Q Clear Time (g_c+I1), s	4.5	8.8	2.8	5.4	2.6	6.4		4.5				
Green Ext Time (p_c), s	0.1	2.8	0.0	1.4	0.0	2.8		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay				16.4								
HCM 2010 LOS				B								

















HCM 2010 Signalized Intersection Summary
 31: Florence & Water St

05/28/2019

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	21	87	70	226	249	39		
Future Volume (veh/h)	21	87	70	226	249	39		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1819	1742	1802	1802	1833	1881		
Adj Flow Rate, veh/h	27	110	89	286	315	49		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79		
Percent Heavy Veh, %	5	14	7	7	3	3		
Cap, veh/h	353	302	441	902	417	65		
Arrive On Green	0.20	0.20	0.10	0.50	0.27	0.27		
Sat Flow, veh/h	1732	1481	1717	1802	1550	241		
Grp Volume(v), veh/h	27	110	89	286	0	364		
Grp Sat Flow(s),veh/h/ln	1732	1481	1717	1802	0	1791		
Q Serve(g_s), s	0.5	2.4	1.2	3.5	0.0	6.9		
Cycle Q Clear(g_c), s	0.5	2.4	1.2	3.5	0.0	6.9		
Prop In Lane	1.00	1.00	1.00			0.13		
Lane Grp Cap(c), veh/h	353	302	441	902	0	482		
V/C Ratio(X)	0.08	0.36	0.20	0.32	0.00	0.76		
Avail Cap(c_a), veh/h	699	597	736	2860	0	2120		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	12.0	12.7	7.8	5.5	0.0	12.5		
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.1	0.0	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	1.0	0.5	1.7	0.0	3.5		
LnGrp Delay(d),s/veh	12.0	13.0	7.9	5.6	0.0	13.4		
LnGrp LOS	B	B	A	A		B		
Approach Vol, veh/h	137			375	364			
Approach Delay, s/veh	12.8			6.1	13.4			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.6	16.0		12.6		24.6		
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0		
Max Green Setting (Gmax), s	10.0	44.0		15.0		59.0		
Max Q Clear Time (g_c+I1), s	3.2	8.9		4.4		5.5		
Green Ext Time (p_c), s	0.0	0.9		0.2		0.9		
Intersection Summary								
HCM 2010 Ctrl Delay			10.2					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary
 14: Guinn St & Main St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	361	7	7	337	24	0	0	0	6	13	12
Future Volume (veh/h)	5	361	7	7	337	24	0	0	0	6	13	12
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1947	1890	1928	1856	1928				1910	1920	1910
Adj Flow Rate, veh/h	6	406	8	8	379	27				7	15	13
Adj No. of Lanes	0	1	0	0	1	1				0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	4	4	0				0	8	0
Cap, veh/h	65	1418	28	68	1378	1229				21	45	39
Arrive On Green	0.75	0.75	0.75	0.75	0.75	0.75				0.06	0.06	0.06
Sat Flow, veh/h	6	1892	37	9	1839	1639				357	765	663
Grp Volume(v), veh/h	420	0	0	387	0	27				35	0	0
Grp Sat Flow(s),veh/h/ln	1935	0	0	1848	0	1639				1785	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.3				1.1	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	0.0	4.0	0.0	0.3				1.1	0.0	0.0
Prop In Lane	0.01		0.02	0.02		1.00				0.20		0.37
Lane Grp Cap(c), veh/h	1511	0	0	1446	0	1229				105	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.27	0.00	0.02				0.33	0.00	0.00
Avail Cap(c_a), veh/h	1639	0	0	1567	0	1338				877	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.4	0.0	0.0	2.4	0.0	1.9				27.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0				1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	2.0	0.0	0.1				0.6	0.0	0.0
LnGrp Delay(d),s/veh	2.5	0.0	0.0	2.5	0.0	1.9				29.0	0.0	0.0
LnGrp LOS	A			A		A				C		
Approach Vol, veh/h		420			414						35	
Approach Delay, s/veh		2.5			2.4						28.9	
Approach LOS		A			A						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		51.0		9.0		51.0						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		49.0		29.5		49.0						
Max Q Clear Time (g_c+I1), s		6.0		3.1		6.2						
Green Ext Time (p_c), s		2.7		0.1		2.7						
Intersection Summary												
HCM 2010 Ctrl Delay			3.5									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary





















2: Pickwick St & Main St

05/28/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	329	21	176	313	11	40	50	207	10	151	13
Future Volume (veh/h)	5	329	21	176	313	11	40	50	207	10	151	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1874	1910	1844	1811	1881	1890	1890	1835	1890	1880	1890
Adj Flow Rate, veh/h	6	422	27	226	401	14	51	64	265	13	194	17
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	0	1	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	2	2	2	4	4	0	0	3	0	0	0
Cap, veh/h	517	1523	97	578	1792	62	321	520	567	50	253	21
Arrive On Green	0.01	0.45	0.45	0.03	0.17	0.17	0.06	0.28	0.28	0.16	0.16	0.16
Sat Flow, veh/h	1819	3400	217	1756	3392	118	1800	1891	1560	50	1628	138
Grp Volume(v), veh/h	6	220	229	226	203	212	51	64	265	224	0	0
Grp Sat Flow(s),veh/h/ln	1819	1781	1836	1756	1720	1790	1800	1891	1560	1816	0	0
Q Serve(g_s), s	0.2	7.0	7.1	5.7	9.1	9.2	2.0	2.3	11.7	3.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.0	7.1	5.7	9.1	9.2	2.0	2.3	11.7	10.6	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.07	1.00		1.00	0.06		0.08
Lane Grp Cap(c), veh/h	517	798	822	578	909	946	321	520	567	325	0	0
V/C Ratio(X)	0.01	0.28	0.28	0.39	0.22	0.22	0.16	0.12	0.47	0.69	0.00	0.00
Avail Cap(c_a), veh/h	675	798	822	706	909	946	386	704	718	433	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	15.7	15.7	11.3	21.3	21.3	26.6	24.5	22.0	36.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.2	0.6	0.5	0.3	0.1	0.6	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.6	3.7	2.7	4.5	4.7	1.0	1.2	5.1	5.6	0.0	0.0
LnGrp Delay(d),s/veh	13.4	16.5	16.5	11.5	21.9	21.9	26.9	24.6	22.6	39.5	0.0	0.0
LnGrp LOS	B	B	B	B	C	C	C	C	C	D		
Approach Vol, veh/h		455			641			380			224	
Approach Delay, s/veh		16.5			18.2			23.5			39.5	
Approach LOS		B			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		30.3	13.4	46.3	10.8	19.5	6.2	53.5				
Change Period (Y+Rc), s		5.5	5.5	6.0	5.0	5.5	5.5	6.0				
Max Green Setting (Gmax), s		33.5	14.5	25.0	9.0	19.5	8.5	31.0				
Max Q Clear Time (g_c+I1), s		13.7	7.7	9.1	4.0	12.6	2.2	11.2				
Green Ext Time (p_c), s		2.2	0.3	3.1	0.1	1.4	0.0	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			21.7									
HCM 2010 LOS			C									







HCM 2010 Signalized Intersection Summary
 19: Wayne Rd & Water St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	87	8	3	96	0	3	19	3	11	24	119
Future Volume (veh/h)	90	87	8	3	96	0	3	19	3	11	24	119
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1248	1761	1910	1890	1872	1890	1881	1875	1881	1752	1568	1910
Adj Flow Rate, veh/h	120	116	11	4	128	0	4	25	4	15	32	159
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	53	14	14	0	5	5	0	5	5	9	0	0
Cap, veh/h	409	549	52	466	483	0	294	369	59	453	58	287
Arrive On Green	0.10	0.35	0.35	0.01	0.26	0.00	0.01	0.23	0.23	0.03	0.25	0.25
Sat Flow, veh/h	1189	1584	150	1800	1872	0	1791	1578	253	1668	229	1138
Grp Volume(v), veh/h	120	0	127	4	128	0	4	0	29	15	0	191
Grp Sat Flow(s),veh/h/ln	1189	0	1734	1800	1872	0	1791	0	1831	1668	0	1367
Q Serve(g_s), s	4.0	0.0	3.0	0.1	3.2	0.0	0.1	0.0	0.7	0.4	0.0	7.1
Cycle Q Clear(g_c), s	4.0	0.0	3.0	0.1	3.2	0.0	0.1	0.0	0.7	0.4	0.0	7.1
Prop In Lane	1.00		0.09	1.00		0.00	1.00		0.14	1.00		0.83
Lane Grp Cap(c), veh/h	409	0	601	466	483	0	294	0	428	453	0	345
V/C Ratio(X)	0.29	0.00	0.21	0.01	0.27	0.00	0.01	0.00	0.07	0.03	0.00	0.55
Avail Cap(c_a), veh/h	489	0	1014	747	1095	0	588	0	1228	697	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	13.4	15.8	17.2	0.0	17.1	0.0	17.4	16.1	0.0	18.9
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.5	0.0	1.7	0.0	0.0	0.0	0.4	0.2	0.0	2.9
LnGrp Delay(d),s/veh	13.1	0.0	13.8	15.8	17.8	0.0	17.1	0.0	17.5	16.1	0.0	21.9
LnGrp LOS	B		B	B	B		B		B	B		C
Approach Vol, veh/h		247			132			33			206	
Approach Delay, s/veh		13.5			17.8			17.4			21.5	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	26.2	5.4	20.7	11.1	21.0	6.5	19.6				
Change Period (Y+Rc), s	5.5	6.0	5.0	6.0	5.5	6.0	5.0	6.0				
Max Green Setting (Gmax), s	9.5	34.0	10.0	39.0	9.5	34.0	10.0	39.0				
Max Q Clear Time (g_c+I1), s	2.1	5.0	2.1	9.1	6.0	5.2	2.4	2.7				
Green Ext Time (p_c), s	0.0	2.1	0.0	2.0	0.2	2.1	0.0	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			17.3									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 10: Water St & Main St

05/28/2019

								
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑↑			
Traffic Volume (veh/h)	328	346	10	259	187	7		
Future Volume (veh/h)	328	346	10	259	187	7		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1872	1660	1881	1809	1566	1852		
Adj Flow Rate, veh/h	421	444	13	332	248	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78		
Percent Heavy Veh, %	2	15	0	4	19	0		
Cap, veh/h	1122	781	351	1612	709	374		
Arrive On Green	0.32	0.32	0.01	0.47	0.24	0.00		
Sat Flow, veh/h	3651	1411	1791	3527	2982	1575		
Grp Volume(v), veh/h	421	444	13	332	248	0		
Grp Sat Flow(s),veh/h/ln	1778	1411	1791	1718	1491	1575		
Q Serve(g_s), s	3.6	8.0	0.2	2.2	2.7	0.0		
Cycle Q Clear(g_c), s	3.6	8.0	0.2	2.2	2.7	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1122	781	351	1612	709	374		
V/C Ratio(X)	0.38	0.57	0.04	0.21	0.35	0.00		
Avail Cap(c_a), veh/h	3536	1739	761	4730	2622	1385		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	10.4	5.7	8.0	6.1	12.4	0.0		
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.8	4.7	0.1	1.1	1.1	0.0		
LnGrp Delay(d),s/veh	10.5	6.0	8.0	6.1	12.5	0.0		
LnGrp LOS	B	A	A	A	B			
Approach Vol, veh/h	865			345	248			
Approach Delay, s/veh	8.2			6.2	12.5			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	6.0	18.4		14.8		24.4		
Change Period (Y+Rc), s	5.5	6.0		5.5		6.0		
Max Green Setting (Gmax), s	9.5	39.0		34.5		54.0		
Max Q Clear Time (g_c+I1), s	2.2	10.0		4.7		4.2		
Green Ext Time (p_c), s	0.0	2.3		0.7		2.3		
Intersection Summary								
HCM 2010 Ctrl Delay			8.5					
HCM 2010 LOS			A					
Notes								

User approved volume balancing among the lanes for turning movement.
























HCM 2010 Signalized Intersection Summary
 7: Pickwick St & Water St

05/28/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	118	202	122	100	6	133	284	63	1	349	13
Future Volume (veh/h)	17	118	202	122	100	6	133	284	63	1	349	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1383	1809	1724	1409	1862	1809	1770	1881	1919	1900	1919
Adj Flow Rate, veh/h	24	164	281	169	139	8	185	394	88	1	485	18
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	1	1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	36	4	8	34	34	4	3	3	0	1	0
Cap, veh/h	311	215	408	286	285	16	492	1340	296	441	724	622
Arrive On Green	0.04	0.16	0.16	0.10	0.22	0.22	0.11	0.49	0.49	0.00	0.76	0.76
Sat Flow, veh/h	1791	1383	1537	1642	1320	76	1723	2738	606	1828	1900	1631
Grp Volume(v), veh/h	24	164	281	169	0	147	185	240	242	1	485	18
Grp Sat Flow(s),veh/h/ln	1791	1383	1537	1642	0	1396	1723	1681	1663	1828	1900	1631
Q Serve(g_s), s	1.0	10.2	14.0	7.4	0.0	8.3	5.3	7.7	7.8	0.0	11.2	0.2
Cycle Q Clear(g_c), s	1.0	10.2	14.0	7.4	0.0	8.3	5.3	7.7	7.8	0.0	11.2	0.2
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	311	215	408	286	0	302	492	823	814	441	724	622
V/C Ratio(X)	0.08	0.76	0.69	0.59	0.00	0.49	0.38	0.29	0.30	0.00	0.67	0.03
Avail Cap(c_a), veh/h	424	215	408	290	0	302	532	823	814	620	724	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.96	0.96	0.96	0.98	0.00	0.98	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	29.4	36.4	29.7	27.0	0.0	30.9	13.2	13.7	13.7	17.1	7.9	6.6
Incr Delay (d2), s/veh	0.0	15.1	5.1	2.1	0.0	1.7	0.7	0.9	0.9	0.0	4.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.8	6.8	3.5	0.0	3.3	2.6	3.7	3.8	0.0	6.2	0.1
LnGrp Delay(d),s/veh	29.4	51.5	34.8	29.0	0.0	32.6	13.8	14.6	14.7	17.1	12.0	6.7
LnGrp LOS	C	D	C	C		C	B	B	B	B	B	A
Approach Vol, veh/h		469			316			667			504	
Approach Delay, s/veh		40.4			30.7			14.4			11.8	
Approach LOS		D			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	50.0	14.8	20.0	14.9	40.3	9.3	25.5				
Change Period (Y+Rc), s	5.0	6.0	5.5	6.0	5.0	6.0	5.5	6.0				
Max Green Setting (Gmax), s	9.0	35.0	9.5	14.0	12.0	32.0	9.5	14.0				
Max Q Clear Time (g_c+I1), s	2.0	9.8	9.4	16.0	7.3	13.2	3.0	10.3				
Green Ext Time (p_c), s	0.0	6.7	0.0	0.0	0.4	6.0	0.0	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			22.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
18: Bell Rd & Wayne Rd














05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	193	182	36	307	0	141	3	42	0	1	3
Future Volume (veh/h)	7	193	182	36	307	0	141	3	42	0	1	3
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1675	1605	1872	1890	1734	1890	1835	1838	1890	1900	1350	1900
Adj Flow Rate, veh/h	9	238	225	44	379	0	177	0	52	0	1	4
Adj No. of Lanes	1	2	1	1	2	0	2	0	1	1	1	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	14	19	2	0	9	9	3	0	0	0	100	100
Cap, veh/h	629	1921	1120	715	2140	0	258	0	119	14	2	7
Arrive On Green	0.02	1.00	1.00	0.03	0.65	0.00	0.07	0.00	0.07	0.00	0.01	0.01
Sat Flow, veh/h	1595	3049	1591	1800	3382	0	3496	0	1607	1810	237	946
Grp Volume(v), veh/h	9	238	225	44	379	0	177	0	52	0	0	5
Grp Sat Flow(s),veh/h/ln	1595	1524	1591	1800	1648	0	1748	0	1607	1810	0	1183
Q Serve(g_s), s	0.2	0.0	0.0	0.9	4.6	0.0	4.9	0.0	3.1	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.9	4.6	0.0	4.9	0.0	3.1	0.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	629	1921	1120	715	2140	0	258	0	119	14	0	9
V/C Ratio(X)	0.01	0.12	0.20	0.06	0.18	0.00	0.69	0.00	0.44	0.00	0.00	0.54
Avail Cap(c_a), veh/h	759	1921	1120	826	2140	0	454	0	209	145	0	95
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	6.0	6.9	0.0	45.2	0.0	44.3	0.0	0.0	49.4
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.0	0.2	0.0	3.2	0.0	2.5	0.0	0.0	41.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.4	2.1	0.0	2.5	0.0	1.5	0.0	0.0	0.2
LnGrp Delay(d),s/veh	6.5	0.1	0.4	6.0	7.1	0.0	48.4	0.0	46.8	0.0	0.0	91.2
LnGrp LOS	A	A	A	A	A		D		D			F
Approach Vol, veh/h		472			423			229				5
Approach Delay, s/veh		0.4			7.0			48.0				91.2
Approach LOS		A			A			D				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	69.0		14.4	6.9	70.9		7.8				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	9.0	44.0		13.0	9.0	44.0		8.0				
Max Q Clear Time (g_c+I1), s	2.9	2.0		6.9	2.2	6.6		2.4				
Green Ext Time (p_c), s	0.0	8.2		0.5	0.0	8.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			12.9									
HCM 2010 LOS			B									
Notes												

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
6: Harbert Dr & Wayne Rd

05/28/2019

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	 			 				
Traffic Volume (veh/h)	369	54	28	411	55	36		
Future Volume (veh/h)	369	54	28	411	55	36		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1721	1910	1818	1734	1900	1759		
Adj Flow Rate, veh/h	415	61	31	462	62	40		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	12	12	4	9	0	8		
Cap, veh/h	1983	290	750	2561	204	169		
Arrive On Green	1.00	1.00	0.07	1.00	0.11	0.11		
Sat Flow, veh/h	2949	418	1731	3382	1810	1495		
Grp Volume(v), veh/h	236	240	31	462	62	40		
Grp Sat Flow(s),veh/h/ln	1635	1647	1731	1648	1810	1495		
Q Serve(g_s), s	0.0	0.0	0.5	0.0	3.1	2.4		
Cycle Q Clear(g_c), s	0.0	0.0	0.5	0.0	3.1	2.4		
Prop In Lane		0.25	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1132	1140	750	2561	204	169		
V/C Ratio(X)	0.21	0.21	0.04	0.18	0.30	0.24		
Avail Cap(c_a), veh/h	1132	1140	863	2561	271	224		
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.97	0.97	0.98	0.98	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.0	3.2	0.0	40.7	40.4		
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.2	0.8	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.1	1.6	1.0		
LnGrp Delay(d),s/veh	0.4	0.4	3.2	0.2	41.6	41.1		
LnGrp LOS	A	A	A	A	D	D		
Approach Vol, veh/h	476			493	102			
Approach Delay, s/veh	0.4			0.3	41.4			
Approach LOS	A			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.5	75.2		16.3		83.7		
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0		
Max Green Setting (Gmax), s	10.0	59.0		15.0		59.0		
Max Q Clear Time (g_c+I1), s	2.5	2.0		5.1		2.0		
Green Ext Time (p_c), s	0.0	4.7		0.2		4.7		
Intersection Summary								
HCM 2010 Ctrl Delay			4.3					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary

4: Wayne Rd & King St
























05/28/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	23	498	524	21	75	23		
Future Volume (veh/h)	23	498	524	21	75	23		
Number	1	6	2	12	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1256	1752	1752	1890	1856	1910		
Adj Flow Rate, veh/h	26	560	589	24	84	26		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	52	9	8	8	0	0		
Cap, veh/h	481	2548	2233	91	149	46		
Arrive On Green	0.03	0.77	1.00	1.00	0.11	0.11		
Sat Flow, veh/h	1196	3416	3349	133	1301	403		
Grp Volume(v), veh/h	26	560	300	313	111	0		
Grp Sat Flow(s),veh/h/ln	1196	1664	1665	1729	1720	0		
Q Serve(g_s), s	0.6	4.7	0.0	0.0	6.1	0.0		
Cycle Q Clear(g_c), s	0.6	4.7	0.0	0.0	6.1	0.0		
Prop In Lane	1.00			0.08	0.76	0.23		
Lane Grp Cap(c), veh/h	481	2548	1140	1184	197	0		
V/C Ratio(X)	0.05	0.22	0.26	0.26	0.56	0.00		
Avail Cap(c_a), veh/h	564	2548	1140	1184	327	0		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.98	0.98	1.00	0.00		
Uniform Delay (d), s/veh	3.6	3.3	0.0	0.0	41.9	0.0		
Incr Delay (d2), s/veh	0.0	0.2	0.6	0.5	2.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	2.2	0.2	0.2	3.0	0.0		
LnGrp Delay(d),s/veh	3.6	3.5	0.6	0.5	44.4	0.0		
LnGrp LOS	A	A	A	A	D			
Approach Vol, veh/h		586	613		111			
Approach Delay, s/veh		3.5	0.5		44.4			
Approach LOS		A	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.1	74.5		17.5		82.5		
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	10.0	54.0		19.0		54.0		
Max Q Clear Time (g_c+I1), s	2.6	2.0		8.1		6.7		
Green Ext Time (p_c), s	0.0	5.9		0.2		5.9		
Intersection Summary								
HCM 2010 Ctrl Delay			5.6					
HCM 2010 LOS			A					























HCM 2010 Signalized Intersection Summary
 25: Wayne Rd & Main St/Florence

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	359	181	12	22	223	10	0	103	8	164	118	341
Future Volume (veh/h)	359	181	12	22	223	10	0	103	8	164	118	341
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1854	1857	1910	1683	1863	1919	1890	1309	1890	1810	1465	1863
Adj Flow Rate, veh/h	433	218	14	27	269	12	0	124	10	198	142	411
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	14	3	0	0	46	46	6	31	3
Cap, veh/h	665	904	58	521	732	641	148	179	14	311	373	644
Arrive On Green	0.05	0.17	0.17	0.02	0.39	0.39	0.00	0.08	0.08	0.12	0.25	0.25
Sat Flow, veh/h	1766	1727	111	1603	1863	1631	1800	2333	186	1724	1465	1584
Grp Volume(v), veh/h	433	0	232	27	269	12	0	66	68	198	142	411
Grp Sat Flow(s),veh/h/ln	1766	0	1838	1603	1863	1631	1800	1243	1276	1724	1465	1584
Q Serve(g_s), s	11.6	0.0	9.8	0.9	9.2	0.4	0.0	4.6	4.7	9.2	7.2	18.7
Cycle Q Clear(g_c), s	11.6	0.0	9.8	0.9	9.2	0.4	0.0	4.6	4.7	9.2	7.2	18.7
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	665	0	962	521	732	641	148	95	98	311	373	644
V/C Ratio(X)	0.65	0.00	0.24	0.05	0.37	0.02	0.00	0.69	0.70	0.64	0.38	0.64
Avail Cap(c_a), veh/h	671	0	962	629	732	641	316	263	269	311	373	644
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.98	0.98	0.98	0.00	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	21.8	15.7	19.4	16.7	0.0	40.5	40.5	31.6	27.7	21.4
Incr Delay (d2), s/veh	2.2	0.0	0.6	0.0	1.4	0.1	0.0	3.1	3.3	3.3	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	5.2	0.4	5.0	0.2	0.0	1.7	1.7	4.6	2.9	8.4
LnGrp Delay(d),s/veh	15.9	0.0	22.4	15.7	20.8	16.8	0.0	43.6	43.8	34.9	27.9	23.0
LnGrp LOS	B		C	B	C	B		D	D	C	C	C
Approach Vol, veh/h		665			308			134			751	
Approach Delay, s/veh		18.1			20.2			43.7			27.1	
Approach LOS		B			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	53.1	0.0	28.9	19.7	41.4	16.0	12.9				
Change Period (Y+Rc), s	6.0	6.0	5.5	6.0	6.0	6.0	5.5	6.0				
Max Green Setting (Gmax), s	8.0	29.0	8.5	21.0	14.0	23.0	10.5	19.0				
Max Q Clear Time (g_c+I1), s	2.9	11.8	0.0	20.7	13.6	11.2	11.2	6.7				
Green Ext Time (p_c), s	0.0	1.4	0.0	0.1	0.1	1.2	0.0	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			23.9									
HCM 2010 LOS			C									























HCM 2010 Signalized Intersection Summary
 15: Patterson Rd & Wayne Rd

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	444	13	5	406	44	9	5	4	91	13	81
Future Volume (veh/h)	64	444	13	5	406	44	9	5	4	91	13	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1872	1910	1853	1853	1890	1881	1881	1881	1872	1872	1910
Adj Flow Rate, veh/h	74	510	15	6	467	51	10	6	5	105	15	93
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	610	2144	63	556	1748	190	189	139	118	307	31	193
Arrive On Green	0.07	0.61	0.61	0.01	0.55	0.55	0.01	0.07	0.07	0.08	0.14	0.14
Sat Flow, veh/h	1783	3529	104	1765	3204	349	1792	1881	1599	1783	226	1399
Grp Volume(v), veh/h	74	257	268	6	256	262	10	6	5	105	0	108
Grp Sat Flow(s),veh/h/ln	1783	1778	1854	1765	1761	1792	1792	1881	1599	1783	0	1625
Q Serve(g_s), s	1.6	6.6	6.6	0.2	7.7	7.8	0.5	0.3	0.3	5.2	0.0	6.1
Cycle Q Clear(g_c), s	1.6	6.6	6.6	0.2	7.7	7.8	0.5	0.3	0.3	5.2	0.0	6.1
Prop In Lane	1.00		0.06	1.00		0.19	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	610	1081	1126	556	961	978	189	139	118	307	0	224
V/C Ratio(X)	0.12	0.24	0.24	0.01	0.27	0.27	0.05	0.04	0.04	0.34	0.00	0.48
Avail Cap(c_a), veh/h	655	1081	1126	710	961	978	338	254	216	341	0	224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.99	0.99	0.99	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	9.0	9.0	10.0	12.1	12.1	42.0	43.0	43.0	36.7	0.0	39.8
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.0	0.7	0.7	0.2	0.2	0.2	0.9	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.4	3.5	0.1	3.9	4.0	0.3	0.2	0.1	2.6	0.0	2.9
LnGrp Delay(d),s/veh	7.6	9.5	9.5	10.0	12.8	12.8	42.2	43.2	43.2	37.6	0.0	42.1
LnGrp LOS	A	A	A	B	B	B	D	D	D	D		D
Approach Vol, veh/h		599			524			21			213	
Approach Delay, s/veh		9.3			12.7			42.7			39.9	
Approach LOS		A			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	66.8	6.7	20.3	12.5	60.6	13.1	13.9				
Change Period (Y+Rc), s	5.5	6.0	5.5	6.5	5.5	6.0	5.5	6.5				
Max Green Setting (Gmax), s	9.5	44.0	9.5	13.5	9.5	44.0	9.5	13.5				
Max Q Clear Time (g_c+I1), s	2.2	8.6	2.5	8.1	3.6	9.8	7.2	2.3				
Green Ext Time (p_c), s	0.0	7.5	0.0	0.2	0.1	7.4	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			15.9									
HCM 2010 LOS			B									













HCM 2010 Signalized Intersection Summary
 35: Florence & Higgins/Freewill

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	5	7	2	2	14	4	198	0	11	185	20
Future Volume (veh/h)	22	5	7	2	2	14	4	198	0	11	185	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1751	1910	1890	1890	1767	1890	1688	1890	1752	1811	1910
Adj Flow Rate, veh/h	26	6	8	2	2	16	5	230	0	13	215	23
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	20	20	20	0	0	7	0	12	0	9	6	6
Cap, veh/h	234	53	35	500	541	450	389	422	450	345	456	49
Arrive On Green	0.12	0.12	0.12	0.03	0.29	0.29	0.01	0.25	0.00	0.01	0.28	0.28
Sat Flow, veh/h	717	447	291	1800	1891	1502	1800	1688	1607	1668	1609	172
Grp Volume(v), veh/h	40	0	0	2	2	16	5	230	0	13	0	238
Grp Sat Flow(s),veh/h/ln	1455	0	0	1800	1891	1502	1800	1688	1607	1668	0	1781
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.3	0.1	4.7	0.0	0.2	0.0	4.4
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.0	0.0	0.3	0.1	4.7	0.0	0.2	0.0	4.4
Prop In Lane	0.65		0.20	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	321	0	0	500	541	450	389	422	450	345	0	504
V/C Ratio(X)	0.12	0.00	0.00	0.00	0.00	0.04	0.01	0.54	0.00	0.04	0.00	0.47
Avail Cap(c_a), veh/h	1341	0	0	874	1844	1485	830	1858	1816	698	0	1960
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	12.9	10.2	9.9	11.2	13.0	0.0	11.2	0.0	11.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	0.1	0.0	2.3	0.0	0.1	0.0	2.2
LnGrp Delay(d),s/veh	16.1	0.0	0.0	12.9	10.2	9.9	11.2	14.1	0.0	11.3	0.0	12.5
LnGrp LOS	B			B	B	A	B	B		B		B
Approach Vol, veh/h		40			20			235				251
Approach Delay, s/veh		16.1			10.3			14.1				12.5
Approach LOS		B			B			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	16.0	6.7	10.7	5.2	17.3		17.4				
Change Period (Y+Rc), s	6.0	6.0	5.5	6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	44.0	9.5	34.0	10.0	44.0		39.0				
Max Q Clear Time (g_c+I1), s	2.2	6.7	2.0	2.9	2.1	6.4		2.3				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.2	0.0	2.8		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			13.3									
HCM 2010 LOS			B									

















HCM 2010 Signalized Intersection Summary
 31: Florence & Water St

05/28/2019

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	63	163	103	320	297	34		
Future Volume (veh/h)	63	163	103	320	297	34		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1872	1805	1769	1819	1805	1881		
Adj Flow Rate, veh/h	67	173	110	340	316	36		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	10	9	6	4	4		
Cap, veh/h	416	358	432	892	411	47		
Arrive On Green	0.23	0.23	0.11	0.49	0.26	0.26		
Sat Flow, veh/h	1783	1535	1685	1819	1592	181		
Grp Volume(v), veh/h	67	173	110	340	0	352		
Grp Sat Flow(s),veh/h/ln	1783	1535	1685	1819	0	1773		
Q Serve(g_s), s	1.2	3.9	1.6	4.7	0.0	7.3		
Cycle Q Clear(g_c), s	1.2	3.9	1.6	4.7	0.0	7.3		
Prop In Lane	1.00	1.00	1.00			0.10		
Lane Grp Cap(c), veh/h	416	358	432	892	0	458		
V/C Ratio(X)	0.16	0.48	0.25	0.38	0.00	0.77		
Avail Cap(c_a), veh/h	672	578	677	2697	0	1960		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	12.1	13.2	8.5	6.4	0.0	13.7		
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.1	0.0	1.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.6	1.7	0.7	2.3	0.0	3.7		
LnGrp Delay(d),s/veh	12.2	13.6	8.6	6.5	0.0	14.7		
LnGrp LOS	B	B	A	A		B		
Approach Vol, veh/h	240			450	352			
Approach Delay, s/veh	13.2			7.0	14.7			
Approach LOS	B			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	9.2	16.3		14.3		25.5		
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0		
Max Green Setting (Gmax), s	10.0	44.0		15.0		59.0		
Max Q Clear Time (g_c+l1), s	3.6	9.3		5.9		6.7		
Green Ext Time (p_c), s	0.1	1.0		0.4		1.0		
Intersection Summary								
HCM 2010 Ctrl Delay			11.0					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary
 14: Guinn St & Main St





















05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	394	5	5	365	12	0	0	0	19	2	14
Future Volume (veh/h)	2	394	5	5	365	12	0	0	0	19	2	14
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1892	1890	1928	1855	1928				1910	1986	1910
Adj Flow Rate, veh/h	2	415	5	5	384	13				20	2	15
Adj No. of Lanes	0	1	0	0	1	1				0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	0				0	0	0
Cap, veh/h	61	1393	17	64	1381	1226				60	6	45
Arrive On Green	0.75	0.75	0.75	0.75	0.75	0.75				0.06	0.06	0.06
Sat Flow, veh/h	1	1863	22	4	1847	1639				977	98	733
Grp Volume(v), veh/h	422	0	0	389	0	13				37	0	0
Grp Sat Flow(s),veh/h/ln	1887	0	0	1851	0	1639				1808	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.1				1.2	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	4.0	0.0	0.1				1.2	0.0	0.0
Prop In Lane	0.00		0.01	0.01		1.00				0.54		0.41
Lane Grp Cap(c), veh/h	1471	0	0	1445	0	1226				111	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.27	0.00	0.01				0.33	0.00	0.00
Avail Cap(c_a), veh/h	1596	0	0	1566	0	1334				886	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.5	0.0	0.0	2.4	0.0	1.9				27.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0				1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	2.0	0.0	0.1				0.6	0.0	0.0
LnGrp Delay(d),s/veh	2.5	0.0	0.0	2.5	0.0	1.9				28.8	0.0	0.0
LnGrp LOS	A			A		A				C		
Approach Vol, veh/h		422			402						37	
Approach Delay, s/veh		2.5			2.5						28.8	
Approach LOS		A			A						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		51.0		9.2		51.0						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		49.0		29.5		49.0						
Max Q Clear Time (g_c+I1), s		6.0		3.2		6.4						
Green Ext Time (p_c), s		2.7		0.1		2.7						
Intersection Summary												
HCM 2010 Ctrl Delay			3.6									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary





















2: Pickwick St & Main St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	353	44	130	375	2	46	36	184	17	31	8
Future Volume (veh/h)	14	353	44	130	375	2	46	36	184	17	31	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1876	1910	1862	1826	1881	1890	1890	1872	1890	1860	1890
Adj Flow Rate, veh/h	15	376	47	138	399	2	49	38	196	18	33	9
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	1	3	3	0	0	1	3	3	3
Cap, veh/h	402	773	96	432	1095	5	578	622	660	133	170	37
Arrive On Green	0.02	0.24	0.24	0.09	0.31	0.31	0.08	0.33	0.33	0.15	0.15	0.15
Sat Flow, veh/h	1819	3192	396	1774	3541	18	1800	1891	1591	262	1140	248
Grp Volume(v), veh/h	15	209	214	138	195	206	49	38	196	60	0	0
Grp Sat Flow(s),veh/h/ln	1819	1782	1806	1774	1735	1823	1800	1891	1591	1650	0	0
Q Serve(g_s), s	0.3	5.0	5.1	2.8	4.3	4.3	1.0	0.7	4.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	5.0	5.1	2.8	4.3	4.3	1.0	0.7	4.1	1.4	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.01	1.00		1.00	0.30		0.15
Lane Grp Cap(c), veh/h	402	432	437	432	537	564	578	622	660	340	0	0
V/C Ratio(X)	0.04	0.48	0.49	0.32	0.36	0.36	0.08	0.06	0.30	0.18	0.00	0.00
Avail Cap(c_a), veh/h	716	1043	1057	799	1191	1251	799	1698	1566	1023	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.7	16.1	16.1	12.4	13.3	13.3	13.6	11.4	9.7	18.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.2	0.4	0.4	0.1	0.0	0.2	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.5	2.6	1.4	2.1	2.2	0.5	0.4	1.8	0.7	0.0	0.0
LnGrp Delay(d),s/veh	13.7	17.0	17.0	12.6	13.7	13.7	13.7	11.4	9.9	18.8	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	B	A	B		
Approach Vol, veh/h		438			539			283			60	
Approach Delay, s/veh		16.9			13.4			10.8			18.8	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		21.8	9.8	18.0	8.9	12.9	6.4	21.3				
Change Period (Y+Rc), s		5.5	5.5	6.0	5.0	5.5	5.5	6.0				
Max Green Setting (Gmax), s		44.5	14.5	29.0	10.0	29.5	9.5	34.0				
Max Q Clear Time (g_c+I1), s		6.1	4.8	7.1	3.0	3.4	2.3	6.3				
Green Ext Time (p_c), s		1.3	0.2	3.2	0.1	1.2	0.0	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			14.2									
HCM 2010 LOS			B									







HCM 2010 Signalized Intersection Summary
 19: Wayne Rd & Water St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	159	9	10	29	16	11	128	38	53	39	88
Future Volume (veh/h)	101	159	9	10	29	16	11	128	38	53	39	88
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1504	1879	1910	1890	1850	1890	1710	1912	1881	1872	1529	1910
Adj Flow Rate, veh/h	103	162	9	10	30	16	11	131	39	54	40	90
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	27	6	6	0	8	8	10	3	3	2	5	5
Cap, veh/h	489	557	31	448	278	148	385	328	98	426	118	265
Arrive On Green	0.09	0.32	0.32	0.02	0.24	0.24	0.02	0.23	0.23	0.07	0.28	0.28
Sat Flow, veh/h	1432	1764	98	1800	1137	606	1629	1416	422	1783	419	943
Grp Volume(v), veh/h	103	0	171	10	0	46	11	0	170	54	0	130
Grp Sat Flow(s),veh/h/ln	1432	0	1862	1800	0	1743	1629	0	1838	1783	0	1362
Q Serve(g_s), s	3.1	0.0	4.2	0.3	0.0	1.3	0.3	0.0	4.8	1.3	0.0	4.6
Cycle Q Clear(g_c), s	3.1	0.0	4.2	0.3	0.0	1.3	0.3	0.0	4.8	1.3	0.0	4.6
Prop In Lane	1.00		0.05	1.00		0.35	1.00		0.23	1.00		0.69
Lane Grp Cap(c), veh/h	489	0	588	448	0	427	385	0	425	426	0	382
V/C Ratio(X)	0.21	0.00	0.29	0.02	0.00	0.11	0.03	0.00	0.40	0.13	0.00	0.34
Avail Cap(c_a), veh/h	585	0	1034	697	0	968	619	0	1170	595	0	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	15.8	16.8	0.0	17.9	17.3	0.0	19.9	15.7	0.0	17.5
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.0	0.2	0.0	0.0	1.3	0.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.3	0.1	0.0	0.6	0.1	0.0	2.6	0.7	0.0	1.9
LnGrp Delay(d),s/veh	14.4	0.0	16.4	16.8	0.0	18.2	17.4	0.0	21.2	15.9	0.0	18.6
LnGrp LOS	B		B	B		B	B		C	B		B
Approach Vol, veh/h		274			56			181			184	
Approach Delay, s/veh		15.6			17.9			21.0			17.8	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	25.4	6.2	23.2	10.9	21.0	9.2	20.2				
Change Period (Y+Rc), s	5.5	6.0	5.0	6.0	5.5	6.0	5.0	6.0				
Max Green Setting (Gmax), s	9.5	34.0	10.0	39.0	9.5	34.0	10.0	39.0				
Max Q Clear Time (g_c+I1), s	2.3	6.2	2.3	6.6	5.1	3.3	3.3	6.8				
Green Ext Time (p_c), s	0.0	1.8	0.0	2.8	0.2	1.8	0.1	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			17.8									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 10: Water St & Main St

05/28/2019























								
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑↑			
Traffic Volume (veh/h)	274	225	18	299	211	8		
Future Volume (veh/h)	274	225	18	299	211	8		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1854	1552	1881	1826	1516	1852		
Adj Flow Rate, veh/h	288	237	19	315	229	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	3	23	0	3	23	0		
Cap, veh/h	959	684	413	1530	710	387		
Arrive On Green	0.27	0.27	0.02	0.44	0.25	0.00		
Sat Flow, veh/h	3615	1320	1791	3561	2888	1575		
Grp Volume(v), veh/h	288	237	19	315	229	0		
Grp Sat Flow(s),veh/h/ln	1761	1320	1791	1735	1444	1575		
Q Serve(g_s), s	2.4	3.9	0.3	2.1	2.4	0.0		
Cycle Q Clear(g_c), s	2.4	3.9	0.3	2.1	2.4	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	959	684	413	1530	710	387		
V/C Ratio(X)	0.30	0.35	0.05	0.21	0.32	0.00		
Avail Cap(c_a), veh/h	3739	1725	842	5100	2712	1479		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	10.6	5.2	8.2	6.3	11.3	0.0		
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	2.1	0.1	1.0	1.0	0.0		
LnGrp Delay(d),s/veh	10.7	5.3	8.3	6.3	11.4	0.0		
LnGrp LOS	B	A	A	A	B			
Approach Vol, veh/h	525			334	229			
Approach Delay, s/veh	8.2			6.4	11.4			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	6.2	16.0		14.5		22.2		
Change Period (Y+Rc), s	5.5	6.0		5.5		6.0		
Max Green Setting (Gmax), s	9.5	39.0		34.5		54.0		
Max Q Clear Time (g_c+I1), s	2.3	5.9		4.4		4.1		
Green Ext Time (p_c), s	0.0	1.5		0.6		1.5		
Intersection Summary								
HCM 2010 Ctrl Delay			8.4					
HCM 2010 LOS			A					
Notes								

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
























7: Pickwick St & Water St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	141	150	76	141	14	166	233	101	14	169	25
Future Volume (veh/h)	35	141	150	76	141	14	166	233	101	14	169	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1826	1555	1726	1724	1462	1862	1742	1840	1881	1919	1900	1919
Adj Flow Rate, veh/h	38	155	165	84	155	15	182	256	111	15	186	27
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	21	9	8	30	30	8	1	1	0	1	0
Cap, veh/h	362	289	451	369	289	28	445	682	287	378	359	308
Arrive On Green	0.05	0.19	0.19	0.09	0.22	0.22	0.12	0.28	0.28	0.03	0.19	0.19
Sat Flow, veh/h	1739	1555	1467	1642	1313	127	1659	2399	1012	1828	1900	1631
Grp Volume(v), veh/h	38	155	165	84	0	170	182	185	182	15	186	27
Grp Sat Flow(s),veh/h/ln	1739	1555	1467	1642	0	1440	1659	1748	1662	1828	1900	1631
Q Serve(g_s), s	0.9	4.9	4.7	2.1	0.0	5.6	4.3	4.6	4.8	0.4	4.7	0.7
Cycle Q Clear(g_c), s	0.9	4.9	4.7	2.1	0.0	5.6	4.3	4.6	4.8	0.4	4.7	0.7
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	362	289	451	369	0	317	445	497	472	378	359	308
V/C Ratio(X)	0.11	0.54	0.37	0.23	0.00	0.54	0.41	0.37	0.39	0.04	0.52	0.09
Avail Cap(c_a), veh/h	577	980	1103	517	0	908	705	1103	1048	669	1022	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	19.8	14.6	15.3	0.0	18.6	13.4	15.4	15.5	16.7	19.7	18.0
Incr Delay (d2), s/veh	0.0	2.2	0.7	0.1	0.0	2.0	0.9	0.7	0.7	0.1	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.2	2.0	0.9	0.0	2.4	2.0	2.3	2.3	0.2	2.6	0.3
LnGrp Delay(d),s/veh	16.2	22.0	15.3	15.4	0.0	20.6	14.3	16.1	16.3	16.8	21.3	18.2
LnGrp LOS	B	C	B	B		C	B	B	B	B	C	B
Approach Vol, veh/h		358			254			549			228	
Approach Delay, s/veh		18.3			18.9			15.5			20.6	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	21.3	10.2	16.0	11.5	16.2	8.3	17.9				
Change Period (Y+Rc), s	5.0	6.0	5.5	6.0	5.0	6.0	5.5	6.0				
Max Green Setting (Gmax), s	10.0	34.0	9.5	34.0	15.0	29.0	9.5	34.0				
Max Q Clear Time (g_c+I1), s	2.4	6.8	4.1	6.9	6.3	6.7	2.9	7.6				
Green Ext Time (p_c), s	0.0	3.6	0.0	3.2	0.6	3.4	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			17.7									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 18: Bell Rd & Wayne Rd












05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	271	265	24	299	1	206	4	37	1	2	14
Future Volume (veh/h)	10	271	265	24	299	1	206	4	37	1	2	14
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1591	1720	1854	1818	1674	1890	1853	1855	1835	1900	1862	1900
Adj Flow Rate, veh/h	10	279	273	25	308	1	215	0	38	1	2	14
Adj No. of Lanes	1	2	1	1	2	0	2	0	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	20	11	3	4	13	13	2	0	3	0	0	0
Cap, veh/h	627	2043	1119	623	2065	7	301	0	133	40	5	32
Arrive On Green	0.02	1.00	1.00	0.02	0.64	0.64	0.09	0.00	0.09	0.02	0.02	0.02
Sat Flow, veh/h	1515	3269	1576	1731	3251	11	3530	0	1560	1810	202	1411
Grp Volume(v), veh/h	10	279	273	25	151	158	215	0	38	1	0	16
Grp Sat Flow(s),veh/h/ln	1515	1634	1576	1731	1590	1672	1765	0	1560	1810	0	1613
Q Serve(g_s), s	0.3	0.0	0.0	0.5	4.0	4.0	6.2	0.0	2.4	0.1	0.0	1.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	4.0	4.0	6.2	0.0	2.4	0.1	0.0	1.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	627	2043	1119	623	1010	1062	301	0	133	40	0	36
V/C Ratio(X)	0.02	0.14	0.24	0.04	0.15	0.15	0.71	0.00	0.29	0.02	0.00	0.44
Avail Cap(c_a), veh/h	742	2043	1119	737	1010	1062	605	0	267	138	0	123
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	0.0	6.7	7.7	7.7	46.8	0.0	45.0	50.2	0.0	50.7
Incr Delay (d2), s/veh	0.0	0.1	0.5	0.0	0.3	0.3	3.2	0.0	1.2	0.2	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.3	1.8	1.9	3.2	0.0	1.1	0.0	0.0	0.5
LnGrp Delay(d),s/veh	7.1	0.1	0.5	6.7	8.0	8.0	49.9	0.0	46.2	50.5	0.0	59.0
LnGrp LOS	A	A	A	A	A	A	D		D	D		E
Approach Vol, veh/h		562			334			253				17
Approach Delay, s/veh		0.4			7.9			49.4				58.5
Approach LOS		A			A			D				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	71.6		16.0	7.0	72.7		9.3				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	9.0	44.0		18.0	9.0	44.0		8.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		8.2	2.3	6.0		3.0				
Green Ext Time (p_c), s	0.0	8.0		0.7	0.0	7.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.0									
HCM 2010 LOS			B									
Notes												

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
6: Harbert Dr & Wayne Rd

05/28/2019

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	549	60	42	560	53	51		
Future Volume (veh/h)	549	60	42	560	53	51		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1808	1910	1853	1734	1900	1863		
Adj Flow Rate, veh/h	572	62	44	583	55	53		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	6	6	2	9	0	2		
Cap, veh/h	2180	236	689	2590	198	173		
Arrive On Green	1.00	1.00	0.08	1.00	0.11	0.11		
Sat Flow, veh/h	3218	338	1765	3382	1810	1583		
Grp Volume(v), veh/h	314	320	44	583	55	53		
Grp Sat Flow(s),veh/h/ln	1718	1748	1765	1648	1810	1583		
Q Serve(g_s), s	0.0	0.0	0.6	0.0	2.9	3.2		
Cycle Q Clear(g_c), s	0.0	0.0	0.6	0.0	2.9	3.2		
Prop In Lane		0.19	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1197	1219	689	2590	198	173		
V/C Ratio(X)	0.26	0.26	0.06	0.23	0.28	0.31		
Avail Cap(c_a), veh/h	1197	1219	785	2590	345	302		
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.95	0.95	0.98	0.98	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.0	3.1	0.0	42.9	43.1		
Incr Delay (d2), s/veh	0.5	0.5	0.0	0.2	0.8	1.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.3	0.1	1.5	1.5		
LnGrp Delay(d),s/veh	0.5	0.5	3.1	0.2	43.7	44.1		
LnGrp LOS	A	A	A	A	D	D		
Approach Vol, veh/h	634			627	108			
Approach Delay, s/veh	0.5			0.4	43.9			
Approach LOS	A			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.3	79.2				88.5		16.5
Change Period (Y+Rc), s	5.0	6.0				6.0		5.0
Max Green Setting (Gmax), s	10.0	59.0				59.0		20.0
Max Q Clear Time (g_c+I1), s	2.6	2.0				2.0		5.2
Green Ext Time (p_c), s	0.0	6.5				6.5		0.3
Intersection Summary								
HCM 2010 Ctrl Delay			3.9					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary
4: Wayne Rd & King St
























05/28/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	10	713	664	29	106	36		
Future Volume (veh/h)	10	713	664	29	106	36		
Number	1	6	2	12	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1736	1801	1754	1890	1818	1910		
Adj Flow Rate, veh/h	10	735	685	30	109	37		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	10	6	8	8	0	0		
Cap, veh/h	578	2646	2312	101	141	48		
Arrive On Green	0.01	0.77	1.00	1.00	0.11	0.11		
Sat Flow, veh/h	1653	3513	3340	142	1247	423		
Grp Volume(v), veh/h	10	735	351	364	147	0		
Grp Sat Flow(s),veh/h/ln	1653	1711	1666	1729	1681	0		
Q Serve(g_s), s	0.2	6.5	0.0	0.0	8.9	0.0		
Cycle Q Clear(g_c), s	0.2	6.5	0.0	0.0	8.9	0.0		
Prop In Lane	1.00			0.08	0.74	0.25		
Lane Grp Cap(c), veh/h	578	2646	1185	1229	189	0		
V/C Ratio(X)	0.02	0.28	0.30	0.30	0.78	0.00		
Avail Cap(c_a), veh/h	712	2646	1185	1229	352	0		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.95	0.95	1.00	0.00		
Uniform Delay (d), s/veh	3.5	3.4	0.0	0.0	45.3	0.0		
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.6	6.7	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	3.2	0.2	0.2	4.5	0.0		
LnGrp Delay(d),s/veh	3.5	3.7	0.6	0.6	52.0	0.0		
LnGrp LOS	A	A	A	A	D			
Approach Vol, veh/h		745	715		147			
Approach Delay, s/veh		3.7	0.6		52.0			
Approach LOS		A	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.5	80.6				87.2		17.8
Change Period (Y+Rc), s	5.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	10.0	56.0				56.0		22.0
Max Q Clear Time (g_c+I1), s	2.2	2.0				8.5		10.9
Green Ext Time (p_c), s	0.0	8.0				8.0		0.4
Intersection Summary								
HCM 2010 Ctrl Delay			6.7					
HCM 2010 LOS			A					























HCM 2010 Signalized Intersection Summary
 25: Wayne Rd & Main St/Florence

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	158	11	16	147	21	12	140	12	222	154	372
Future Volume (veh/h)	387	158	11	16	147	21	12	140	12	222	154	372
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1831	1910	1698	1828	1828	1890	1555	1890	1845	1535	1881
Adj Flow Rate, veh/h	403	165	11	17	153	22	12	146	12	231	160	388
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	4	4	13	5	5	0	22	22	4	25	2
Cap, veh/h	566	566	38	275	229	194	340	422	34	475	346	719
Arrive On Green	0.22	0.33	0.33	0.02	0.13	0.13	0.06	0.15	0.15	0.13	0.23	0.23
Sat Flow, veh/h	1783	1697	113	1617	1828	1553	1800	2767	225	1757	1535	1599
Grp Volume(v), veh/h	403	0	176	17	153	22	12	77	81	231	160	388
Grp Sat Flow(s),veh/h/ln	1783	0	1811	1617	1828	1553	1800	1477	1515	1757	1535	1599
Q Serve(g_s), s	11.7	0.0	4.6	0.6	5.2	0.8	0.3	3.0	3.1	6.8	5.8	11.4
Cycle Q Clear(g_c), s	11.7	0.0	4.6	0.6	5.2	0.8	0.3	3.0	3.1	6.8	5.8	11.4
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	566	0	604	275	229	194	340	225	231	475	346	719
V/C Ratio(X)	0.71	0.00	0.29	0.06	0.67	0.11	0.04	0.34	0.35	0.49	0.46	0.54
Avail Cap(c_a), veh/h	690	0	1092	474	820	697	493	777	797	497	807	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	15.9	24.1	27.0	25.1	20.1	24.5	24.5	18.1	21.7	12.9
Incr Delay (d2), s/veh	2.7	0.0	0.2	0.0	2.5	0.2	0.0	0.3	0.3	0.3	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	2.3	0.3	2.8	0.4	0.2	1.2	1.3	3.2	2.5	5.1
LnGrp Delay(d),s/veh	19.3	0.0	16.1	24.1	29.5	25.3	20.1	24.8	24.9	18.4	22.0	13.2
LnGrp LOS	B		B	C	C	C	C	C	C	B	C	B
Approach Vol, veh/h		579			192			170			779	
Approach Delay, s/veh		18.3			28.5			24.5			16.5	
Approach LOS		B			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	27.5	9.5	20.6	20.5	14.1	14.2	15.9				
Change Period (Y+Rc), s	6.0	6.0	5.5	6.0	6.0	6.0	5.5	6.0				
Max Green Setting (Gmax), s	9.0	39.0	9.5	34.0	19.0	29.0	9.5	34.0				
Max Q Clear Time (g_c+I1), s	2.6	6.6	2.3	13.4	13.7	7.2	8.8	5.1				
Green Ext Time (p_c), s	0.0	1.0	0.0	1.1	0.8	0.9	0.0	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			19.3									
HCM 2010 LOS			B									























HCM 2010 Signalized Intersection Summary
 15: Patterson Rd & Wayne Rd

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	661	30	11	561	38	40	15	25	78	23	85
Future Volume (veh/h)	74	661	30	11	561	38	40	15	25	78	23	85
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1819	1787	1910	1890	1756	1890	1828	1793	1845	1854	1790	1910
Adj Flow Rate, veh/h	80	711	32	12	603	41	43	16	27	84	25	91
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	7	7	0	8	8	5	7	4	3	9	9
Cap, veh/h	538	2041	92	465	1781	121	179	136	119	283	38	138
Arrive On Green	0.07	0.62	0.62	0.01	0.56	0.56	0.03	0.08	0.08	0.07	0.11	0.11
Sat Flow, veh/h	1732	3310	149	1800	3170	215	1741	1793	1568	1766	339	1234
Grp Volume(v), veh/h	80	365	378	12	317	327	43	16	27	84	0	116
Grp Sat Flow(s),veh/h/ln	1732	1698	1761	1800	1668	1718	1741	1793	1568	1766	0	1573
Q Serve(g_s), s	1.8	11.0	11.0	0.3	10.8	10.8	2.4	0.9	1.7	4.5	0.0	7.4
Cycle Q Clear(g_c), s	1.8	11.0	11.0	0.3	10.8	10.8	2.4	0.9	1.7	4.5	0.0	7.4
Prop In Lane	1.00		0.08	1.00		0.13	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	538	1047	1086	465	937	965	179	136	119	283	0	175
V/C Ratio(X)	0.15	0.35	0.35	0.03	0.34	0.34	0.24	0.12	0.23	0.30	0.00	0.66
Avail Cap(c_a), veh/h	576	1047	1086	602	937	965	277	231	202	320	0	202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	9.8	9.8	9.6	12.4	12.5	42.7	45.2	45.6	40.0	0.0	44.7
Incr Delay (d2), s/veh	0.2	0.9	0.8	0.0	1.0	0.9	1.0	0.5	1.4	0.8	0.0	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.4	5.6	0.1	5.2	5.3	1.2	0.5	0.8	2.2	0.0	3.6
LnGrp Delay(d),s/veh	7.8	10.7	10.7	9.7	13.4	13.4	43.7	45.8	47.0	40.9	0.0	52.5
LnGrp LOS	A	B	B	A	B	B	D	D	D	D		D
Approach Vol, veh/h		823			656			86			200	
Approach Delay, s/veh		10.4			13.3			45.1			47.6	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	70.7	9.1	18.2	12.7	65.0	12.8	14.5				
Change Period (Y+Rc), s	5.5	6.0	5.5	6.5	5.5	6.0	5.5	6.5				
Max Green Setting (Gmax), s	9.5	49.0	9.5	13.5	9.5	49.0	9.5	13.5				
Max Q Clear Time (g_c+I1), s	2.3	13.0	4.4	9.4	3.8	12.8	6.5	3.7				
Green Ext Time (p_c), s	0.0	11.2	0.0	0.3	0.1	11.2	0.1	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				17.4								
HCM 2010 LOS				B								












HCM 2010 Signalized Intersection Summary
 35: Florence & Higgins/Freewill

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	20	10	42	21	74	14	231	6	24	208	33
Future Volume (veh/h)	38	20	10	42	21	74	14	231	6	24	208	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1602	1910	1589	1658	1800	1890	1750	1890	1768	1773	1910
Adj Flow Rate, veh/h	48	25	12	52	26	92	18	289	8	30	260	41
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	45	45	45	19	14	5	0	8	0	8	8	8
Cap, veh/h	208	91	32	562	643	634	306	444	585	286	420	66
Arrive On Green	0.18	0.18	0.18	0.11	0.39	0.39	0.02	0.25	0.25	0.03	0.28	0.28
Sat Flow, veh/h	590	520	183	1513	1658	1530	1800	1750	1607	1684	1495	236
Grp Volume(v), veh/h	85	0	0	52	26	92	18	289	8	30	0	301
Grp Sat Flow(s),veh/h/ln	1293	0	0	1513	1658	1530	1800	1750	1607	1684	0	1731
Q Serve(g_s), s	1.4	0.0	0.0	1.3	0.5	2.0	0.4	8.0	0.2	0.7	0.0	8.2
Cycle Q Clear(g_c), s	2.9	0.0	0.0	1.3	0.5	2.0	0.4	8.0	0.2	0.7	0.0	8.2
Prop In Lane	0.56		0.14	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	331	0	0	562	643	634	306	444	585	286	0	487
V/C Ratio(X)	0.26	0.00	0.00	0.09	0.04	0.15	0.06	0.65	0.01	0.10	0.00	0.62
Avail Cap(c_a), veh/h	892	0	0	800	1651	1565	606	2066	2074	676	0	2202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	12.9	10.3	9.9	15.0	18.1	11.0	14.9	0.0	17.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.1	0.1	1.6	0.0	0.2	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.5	0.2	0.9	0.2	4.1	0.1	0.3	0.0	4.0
LnGrp Delay(d),s/veh	19.9	0.0	0.0	12.9	10.4	10.0	15.1	19.7	11.0	15.1	0.0	18.2
LnGrp LOS	B			B	B	A	B	B	B	B		B
Approach Vol, veh/h		85			170			315				331
Approach Delay, s/veh		19.9			10.9			19.2				18.0
Approach LOS		B			B			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	19.7	11.5	15.5	5.9	21.3		27.0				
Change Period (Y+Rc), s	6.0	6.0	5.5	6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	64.0	14.5	34.0	10.0	69.0		54.0				
Max Q Clear Time (g_c+I1), s	2.7	10.0	3.3	4.9	2.4	10.2		4.0				
Green Ext Time (p_c), s	0.0	3.7	0.1	0.9	0.0	3.7		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay				17.3								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 31: Florence & Water St

















05/28/2019

									
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations									
Traffic Volume (veh/h)	97	174	126	371	254	49			
Future Volume (veh/h)	97	174	126	371	254	49			
Number	7	14	1	6	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1836	1891	1854	1872	1803	1881			
Adj Flow Rate, veh/h	109	196	142	417	285	55			
Adj No. of Lanes	1	1	1	1	1	0			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89			
Percent Heavy Veh, %	4	5	4	3	4	4			
Cap, veh/h	414	381	461	925	374	72			
Arrive On Green	0.24	0.24	0.12	0.49	0.25	0.25			
Sat Flow, veh/h	1749	1608	1766	1872	1469	284			
Grp Volume(v), veh/h	109	196	142	417	0	340			
Grp Sat Flow(s),veh/h/ln	1749	1608	1766	1872	0	1753			
Q Serve(g_s), s	2.1	4.3	2.1	5.9	0.0	7.3			
Cycle Q Clear(g_c), s	2.1	4.3	2.1	5.9	0.0	7.3			
Prop In Lane	1.00	1.00	1.00			0.16			
Lane Grp Cap(c), veh/h	414	381	461	925	0	446			
V/C Ratio(X)	0.26	0.51	0.31	0.45	0.00	0.76			
Avail Cap(c_a), veh/h	641	589	685	2700	0	1885			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	12.7	13.6	8.7	6.7	0.0	14.1			
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.1	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	1.9	1.0	3.0	0.0	3.6			
LnGrp Delay(d),s/veh	12.8	14.0	8.8	6.9	0.0	15.1			
LnGrp LOS	B	B	A	A		B			
Approach Vol, veh/h	305			559	340				
Approach Delay, s/veh	13.6			7.4	15.1				
Approach LOS	B			A	B				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.8	16.4		14.7		26.2			
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0			
Max Green Setting (Gmax), s	10.0	44.0		15.0		59.0			
Max Q Clear Time (g_c+l1), s	4.1	9.3		6.3		7.9			
Green Ext Time (p_c), s	0.1	1.1		0.5		1.1			
Intersection Summary									
HCM 2010 Ctrl Delay				11.1					
HCM 2010 LOS				B					

HCM 2010 Signalized Intersection Summary

14: Guinn St & Main St





















05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	403	7	7	508	10	0	0	0	22	2	8
Future Volume (veh/h)	8	403	7	7	508	10	0	0	0	22	2	8
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1911	1890	1928	1891	1928				1910	1986	1910
Adj Flow Rate, veh/h	9	429	7	7	540	11				23	2	9
Adj No. of Lanes	0	1	0	0	1	1				0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	2	2	0				0	0	0
Cap, veh/h	69	1391	22	65	1412	1230				72	6	28
Arrive On Green	0.75	0.75	0.75	0.75	0.75	0.75				0.06	0.06	0.06
Sat Flow, veh/h	10	1853	30	5	1881	1639				1243	108	486
Grp Volume(v), veh/h	445	0	0	547	0	11				34	0	0
Grp Sat Flow(s),veh/h/ln	1893	0	0	1886	0	1639				1838	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.1				1.1	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0	6.1	0.0	0.1				1.1	0.0	0.0
Prop In Lane	0.02		0.02	0.01		1.00				0.68		0.26
Lane Grp Cap(c), veh/h	1482	0	0	1476	0	1230				106	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.37	0.00	0.01				0.32	0.00	0.00
Avail Cap(c_a), veh/h	1606	0	0	1601	0	1340				904	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	2.4	0.0	0.0	2.6	0.0	1.9				27.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0				1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	3.1	0.0	0.0				0.6	0.0	0.0
LnGrp Delay(d),s/veh	2.5	0.0	0.0	2.7	0.0	1.9				28.8	0.0	0.0
LnGrp LOS	A			A		A				C		
Approach Vol, veh/h		445			558							34
Approach Delay, s/veh		2.5			2.7							28.8
Approach LOS		A			A							C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		51.0		9.0		51.0						
Change Period (Y+Rc), s		6.0		5.5		6.0						
Max Green Setting (Gmax), s		49.0		29.5		49.0						
Max Q Clear Time (g_c+I1), s		8.1		3.1		6.6						
Green Ext Time (p_c), s		3.5		0.1		3.5						
Intersection Summary												
HCM 2010 Ctrl Delay			3.5									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
























2: Pickwick St & Main St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	391	27	165	439	8	50	136	265	13	47	8
Future Volume (veh/h)	16	391	27	165	439	8	50	136	265	13	47	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1874	1910	1844	1827	1881	1818	1890	1853	1890	1813	1890
Adj Flow Rate, veh/h	17	425	29	179	477	9	54	148	288	14	51	9
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	3	3	4	0	2	4	4	4
Cap, veh/h	582	1718	117	603	1949	37	375	459	494	64	162	25
Arrive On Green	0.02	0.51	0.51	0.14	1.00	1.00	0.11	0.41	0.41	0.13	0.13	0.13
Sat Flow, veh/h	1819	3384	230	1756	3486	66	1731	1891	1575	153	1280	198
Grp Volume(v), veh/h	17	223	231	179	237	249	54	148	288	74	0	0
Grp Sat Flow(s),veh/h/ln	1819	1781	1834	1756	1736	1816	1731	1891	1575	1631	0	0
Q Serve(g_s), s	0.4	6.7	6.7	4.6	0.0	0.0	2.4	5.1	13.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	6.7	6.7	4.6	0.0	0.0	2.4	5.1	13.5	3.6	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.04	1.00		1.00	0.19		0.12
Lane Grp Cap(c), veh/h	582	904	931	603	971	1015	375	459	494	251	0	0
V/C Ratio(X)	0.03	0.25	0.25	0.30	0.24	0.24	0.14	0.32	0.58	0.29	0.00	0.00
Avail Cap(c_a), veh/h	710	904	931	710	971	1015	428	886	849	544	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.7	13.2	13.2	8.5	0.0	0.0	29.1	22.9	21.2	37.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.1	0.6	0.6	0.2	0.4	1.1	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.4	3.6	2.1	0.2	0.2	1.1	2.6	6.0	1.8	0.0	0.0
LnGrp Delay(d),s/veh	10.7	13.8	13.8	8.6	0.6	0.6	29.3	23.3	22.3	38.5	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C	C	C	D		
Approach Vol, veh/h		471			665			490			74	
Approach Delay, s/veh		13.7			2.8			23.3			38.5	
Approach LOS		B			A			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		28.6	12.2	54.2	11.1	17.5	7.3	59.1				
Change Period (Y+Rc), s		5.5	5.5	6.0	5.0	5.5	5.5	6.0				
Max Green Setting (Gmax), s		44.5	12.5	21.0	9.0	30.5	8.5	25.0				
Max Q Clear Time (g_c+I1), s		15.5	6.6	8.7	4.4	5.6	2.4	2.0				
Green Ext Time (p_c), s		2.2	0.2	3.1	0.1	2.2	0.0	3.7				
Intersection Summary												
HCM 2010 Ctrl Delay			13.3									
HCM 2010 LOS			B									





















HCM 2010 Signalized Intersection Summary
 25: Wayne Rd & Main St/Florence

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	468	182	13	26	220	16	6	182	16	188	131	422
Future Volume (veh/h)	468	182	13	26	220	16	6	182	16	188	131	422
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1891	1841	1910	1845	1828	1919	1890	1700	1890	1863	1548	1881
Adj Flow Rate, veh/h	488	190	14	27	229	17	6	190	17	196	136	440
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	4	4	4	5	0	0	10	10	3	24	2
Cap, veh/h	601	749	55	456	539	481	299	549	49	413	383	665
Arrive On Green	0.28	0.74	0.74	0.02	0.29	0.29	0.04	0.18	0.18	0.11	0.25	0.25
Sat Flow, veh/h	1801	1694	125	1757	1828	1631	1800	3001	266	1774	1548	1599
Grp Volume(v), veh/h	488	0	204	27	229	17	6	101	106	196	136	440
Grp Sat Flow(s),veh/h/ln	1801	0	1819	1757	1828	1631	1800	1615	1653	1774	1548	1599
Q Serve(g_s), s	16.0	0.0	3.4	1.0	9.6	0.7	0.2	5.2	5.3	8.1	6.9	21.1
Cycle Q Clear(g_c), s	16.0	0.0	3.4	1.0	9.6	0.7	0.2	5.2	5.3	8.1	6.9	21.1
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	601	0	804	456	539	481	299	296	303	413	383	665
V/C Ratio(X)	0.81	0.00	0.25	0.06	0.42	0.04	0.02	0.34	0.35	0.47	0.36	0.66
Avail Cap(c_a), veh/h	601	0	804	567	539	481	385	391	400	421	407	690
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.91	0.91	0.91	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	7.4	22.5	27.0	23.9	28.6	33.8	33.9	25.7	29.5	22.4
Incr Delay (d2), s/veh	8.3	0.0	0.8	0.0	2.2	0.1	0.0	0.2	0.3	0.3	0.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	1.9	0.5	5.2	0.3	0.1	2.3	2.4	4.0	3.0	9.6
LnGrp Delay(d),s/veh	26.9	0.0	8.2	22.6	29.2	24.0	28.6	34.1	34.1	26.0	29.7	24.1
LnGrp LOS	C		A	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		692			273			213			772	
Approach Delay, s/veh		21.3			28.2			33.9			25.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	48.0	9.5	29.5	22.0	34.0	15.6	23.4				
Change Period (Y+Rc), s	6.0	6.0	5.5	6.0	6.0	6.0	5.5	6.0				
Max Green Setting (Gmax), s	8.0	30.0	8.5	25.0	16.0	22.0	10.5	23.0				
Max Q Clear Time (g_c+I1), s	3.0	5.4	2.2	23.1	18.0	11.6	10.1	7.3				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.4	0.0	1.0	0.0	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			25.4									
HCM 2010 LOS			C									







HCM 2010 Signalized Intersection Summary
 19: Wayne Rd & Water St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	173	17	5	134	21	11	69	24	30	47	90
Future Volume (veh/h)	111	173	17	5	134	21	11	69	24	30	47	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1618	1867	1910	1890	1885	1890	1881	1895	1881	1854	1623	1910
Adj Flow Rate, veh/h	126	197	19	6	152	24	12	78	27	34	53	102
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	7	7	0	5	5	0	3	3	3	0	0
Cap, veh/h	451	567	55	435	402	63	359	298	103	432	125	240
Arrive On Green	0.10	0.34	0.34	0.01	0.25	0.25	0.02	0.22	0.22	0.05	0.25	0.25
Sat Flow, veh/h	1541	1676	162	1800	1589	251	1791	1346	466	1766	497	957
Grp Volume(v), veh/h	126	0	216	6	0	176	12	0	105	34	0	155
Grp Sat Flow(s),veh/h/ln	1541	0	1838	1800	0	1840	1791	0	1812	1766	0	1454
Q Serve(g_s), s	3.3	0.0	5.2	0.1	0.0	4.7	0.3	0.0	2.8	0.8	0.0	5.3
Cycle Q Clear(g_c), s	3.3	0.0	5.2	0.1	0.0	4.7	0.3	0.0	2.8	0.8	0.0	5.3
Prop In Lane	1.00		0.09	1.00		0.14	1.00		0.26	1.00		0.66
Lane Grp Cap(c), veh/h	451	0	622	435	0	465	359	0	401	432	0	365
V/C Ratio(X)	0.28	0.00	0.35	0.01	0.00	0.38	0.03	0.00	0.26	0.08	0.00	0.42
Avail Cap(c_a), veh/h	550	0	1054	704	0	1055	623	0	1191	641	0	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	14.7	16.2	0.0	18.3	17.2	0.0	19.1	16.1	0.0	18.6
Incr Delay (d2), s/veh	0.5	0.0	0.7	0.0	0.0	1.1	0.1	0.0	0.7	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.8	0.1	0.0	2.5	0.2	0.0	1.5	0.4	0.0	2.3
LnGrp Delay(d),s/veh	13.5	0.0	15.4	16.2	0.0	19.4	17.3	0.0	19.8	16.2	0.0	20.3
LnGrp LOS	B		B	B		B	B		B	B		C
Approach Vol, veh/h		342			182			117			189	
Approach Delay, s/veh		14.7			19.3			19.6			19.6	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	26.1	6.3	20.9	11.2	21.0	8.0	19.1				
Change Period (Y+Rc), s	5.5	6.0	5.0	6.0	5.5	6.0	5.0	6.0				
Max Green Setting (Gmax), s	9.5	34.0	10.0	39.0	9.5	34.0	10.0	39.0				
Max Q Clear Time (g_c+I1), s	2.1	7.2	2.3	7.3	5.3	6.7	2.8	4.8				
Green Ext Time (p_c), s	0.0	3.4	0.0	2.3	0.2	3.4	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			17.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 10: Water St & Main St

05/28/2019























								
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑↑	↑	↑	↑↑	↑↑↑			
Traffic Volume (veh/h)	316	214	12	441	337	8		
Future Volume (veh/h)	316	214	12	441	337	8		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1836	1660	1881	1826	1688	1852		
Adj Flow Rate, veh/h	329	223	12	459	358	0		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	4	15	0	3	10	0		
Cap, veh/h	937	749	382	1488	842	413		
Arrive On Green	0.27	0.27	0.01	0.43	0.26	0.00		
Sat Flow, veh/h	3580	1411	1791	3561	3214	1575		
Grp Volume(v), veh/h	329	223	12	459	358	0		
Grp Sat Flow(s),veh/h/ln	1744	1411	1791	1735	1607	1575		
Q Serve(g_s), s	2.8	3.3	0.2	3.2	3.4	0.0		
Cycle Q Clear(g_c), s	2.8	3.3	0.2	3.2	3.4	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	937	749	382	1488	842	413		
V/C Ratio(X)	0.35	0.30	0.03	0.31	0.43	0.00		
Avail Cap(c_a), veh/h	3655	1849	816	5034	2979	1460		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	11.0	4.9	8.6	7.0	11.4	0.0		
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.4	2.0	0.1	1.5	1.5	0.0		
LnGrp Delay(d),s/veh	11.1	4.9	8.6	7.0	11.5	0.0		
LnGrp LOS	B	A	A	A	B			
Approach Vol, veh/h	552			471	358			
Approach Delay, s/veh	8.6			7.1	11.5			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	6.0	16.0		15.3		22.0		
Change Period (Y+Rc), s	5.5	6.0		5.5		6.0		
Max Green Setting (Gmax), s	9.5	39.0		34.5		54.0		
Max Q Clear Time (g_c+I1), s	2.2	5.3		5.4		5.2		
Green Ext Time (p_c), s	0.0	1.9		1.0		1.9		
Intersection Summary								
HCM 2010 Ctrl Delay			8.8					
HCM 2010 LOS			A					
Notes								

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
























7: Pickwick St & Water St

05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	184	160	87	155	13	207	420	102	13	207	16
Future Volume (veh/h)	43	184	160	87	155	13	207	420	102	13	207	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1791	1636	1826	1808	1524	1862	1758	1855	1881	1919	1881	1810
Adj Flow Rate, veh/h	50	214	186	101	180	15	241	488	119	15	241	19
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	15	3	3	24	24	7	1	1	0	2	6
Cap, veh/h	225	268	418	223	248	21	634	1437	348	460	808	661
Arrive On Green	0.05	0.16	0.16	0.06	0.18	0.18	0.11	0.51	0.51	0.03	0.57	0.57
Sat Flow, veh/h	1706	1636	1552	1722	1388	116	1674	2815	682	1828	1881	1539
Grp Volume(v), veh/h	50	214	186	101	0	195	241	305	302	15	241	19
Grp Sat Flow(s),veh/h/ln	1706	1636	1552	1722	0	1504	1674	1762	1735	1828	1881	1539
Q Serve(g_s), s	2.3	12.0	9.5	4.6	0.0	11.6	7.1	9.7	9.8	0.4	6.3	0.5
Cycle Q Clear(g_c), s	2.3	12.0	9.5	4.6	0.0	11.6	7.1	9.7	9.8	0.4	6.3	0.5
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	225	268	418	223	0	268	634	900	886	460	808	661
V/C Ratio(X)	0.22	0.80	0.45	0.45	0.00	0.73	0.38	0.34	0.34	0.03	0.30	0.03
Avail Cap(c_a), veh/h	292	327	474	266	0	301	670	900	886	589	808	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.99	0.99	0.99	0.96	0.00	0.96	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	30.8	38.2	28.8	30.9	0.0	36.8	11.4	13.8	13.8	14.2	13.0	11.7
Incr Delay (d2), s/veh	0.2	12.1	1.1	0.5	0.0	8.2	0.5	1.0	1.1	0.0	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.3	4.2	2.2	0.0	5.4	3.4	5.0	5.0	0.2	3.4	0.2
LnGrp Delay(d),s/veh	31.0	50.3	29.9	31.4	0.0	45.1	12.0	14.8	14.8	14.2	13.9	11.8
LnGrp LOS	C	D	C	C		D	B	B	B	B	B	B
Approach Vol, veh/h		450			296			848			275	
Approach Delay, s/veh		39.7			40.4			14.0			13.7	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	54.5	11.6	21.6	15.0	46.8	10.3	22.9				
Change Period (Y+Rc), s	5.0	6.0	5.5	6.0	5.0	6.0	5.5	6.0				
Max Green Setting (Gmax), s	9.0	36.0	8.5	19.0	12.0	33.0	8.5	19.0				
Max Q Clear Time (g_c+I1), s	2.4	11.8	6.6	14.0	9.1	8.3	4.3	13.6				
Green Ext Time (p_c), s	0.0	5.6	0.0	1.6	0.3	5.6	0.0	1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			24.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 18: Bell Rd & Wayne Rd












05/28/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	308	341	17	264	0	253	4	57	0	3	4
Future Volume (veh/h)	10	308	341	17	264	0	253	4	57	0	3	4
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1768	1891	1890	1734	1890	1853	1855	1818	1900	1976	1900
Adj Flow Rate, veh/h	11	324	359	18	278	0	269	0	60	0	3	4
Adj No. of Lanes	1	2	1	1	2	0	2	0	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	8	1	0	9	9	2	0	4	0	0	0
Cap, veh/h	754	2090	1167	513	2067	0	368	0	161	19	8	11
Arrive On Green	0.00	0.21	0.21	0.02	0.63	0.00	0.10	0.00	0.10	0.00	0.01	0.01
Sat Flow, veh/h	1819	3359	1607	1800	3382	0	3530	0	1545	1810	769	1026
Grp Volume(v), veh/h	11	324	359	18	278	0	269	0	60	0	0	7
Grp Sat Flow(s),veh/h/ln	1819	1680	1607	1800	1648	0	1765	0	1545	1810	0	1795
Q Serve(g_s), s	0.2	8.3	14.6	0.4	3.6	0.0	7.8	0.0	3.8	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.2	8.3	14.6	0.4	3.6	0.0	7.8	0.0	3.8	0.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	754	2090	1167	513	2067	0	368	0	161	19	0	19
V/C Ratio(X)	0.01	0.16	0.31	0.04	0.13	0.00	0.73	0.00	0.37	0.00	0.00	0.37
Avail Cap(c_a), veh/h	891	2090	1167	639	2067	0	773	0	338	138	0	137
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	19.1	12.5	7.3	8.0	0.0	45.6	0.0	43.8	0.0	0.0	51.6
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.0	0.1	0.0	2.8	0.0	1.4	0.0	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.9	9.2	0.2	1.7	0.0	3.9	0.0	1.7	0.0	0.0	0.3
LnGrp Delay(d),s/veh	7.2	19.2	13.1	7.3	8.1	0.0	48.4	0.0	45.3	0.0	0.0	63.2
LnGrp LOS	A	B	B	A	A		D		D			E
Approach Vol, veh/h		694			296			329				7
Approach Delay, s/veh		15.9			8.1			47.9				63.2
Approach LOS		B			A			D				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	71.3		17.9	7.1	71.9		8.1				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	9.0	39.0		23.0	9.0	39.0		8.0				
Max Q Clear Time (g_c+I1), s	2.4	16.6		9.8	2.2	5.6		2.4				
Green Ext Time (p_c), s	0.0	8.0		1.2	0.0	9.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			22.3									
HCM 2010 LOS			C									
Notes												

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
6: Harbert Dr & Wayne Rd

05/28/2019

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	663	43	32	515	84	64		
Future Volume (veh/h)	663	43	32	515	84	64		
Number	2	12	1	6	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1838	1910	1890	1767	1810	1863		
Adj Flow Rate, veh/h	729	47	35	566	92	70		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	4	4	0	7	5	2		
Cap, veh/h	2325	150	625	2625	195	179		
Arrive On Green	1.00	1.00	0.07	1.00	0.11	0.11		
Sat Flow, veh/h	3424	215	1800	3445	1723	1583		
Grp Volume(v), veh/h	382	394	35	566	92	70		
Grp Sat Flow(s),veh/h/ln	1746	1800	1800	1678	1723	1583		
Q Serve(g_s), s	0.0	0.0	0.5	0.0	5.3	4.3		
Cycle Q Clear(g_c), s	0.0	0.0	0.5	0.0	5.3	4.3		
Prop In Lane		0.12	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1219	1256	625	2625	195	179		
V/C Ratio(X)	0.31	0.31	0.06	0.22	0.47	0.39		
Avail Cap(c_a), veh/h	1219	1256	730	2625	328	302		
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.95	0.95	0.97	0.97	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.0	3.2	0.0	43.6	43.2		
Incr Delay (d2), s/veh	0.6	0.6	0.0	0.2	1.8	1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.2	0.1	2.6	2.0		
LnGrp Delay(d),s/veh	0.6	0.6	3.2	0.2	45.4	44.6		
LnGrp LOS	A	A	A	A	D	D		
Approach Vol, veh/h	776			601	162			
Approach Delay, s/veh	0.6			0.4	45.0			
Approach LOS	A			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.8	79.3		16.9		88.1		
Change Period (Y+Rc), s	5.0	6.0		5.0		6.0		
Max Green Setting (Gmax), s	10.0	59.0		20.0		74.0		
Max Q Clear Time (g_c+I1), s	2.5	2.0		7.3		2.0		
Green Ext Time (p_c), s	0.0	7.4		0.5		7.4		
Intersection Summary								
HCM 2010 Ctrl Delay			5.2					
HCM 2010 LOS			A					

HCM 2010 Signalized Intersection Summary
 4: Wayne Rd & King St

























05/28/2019

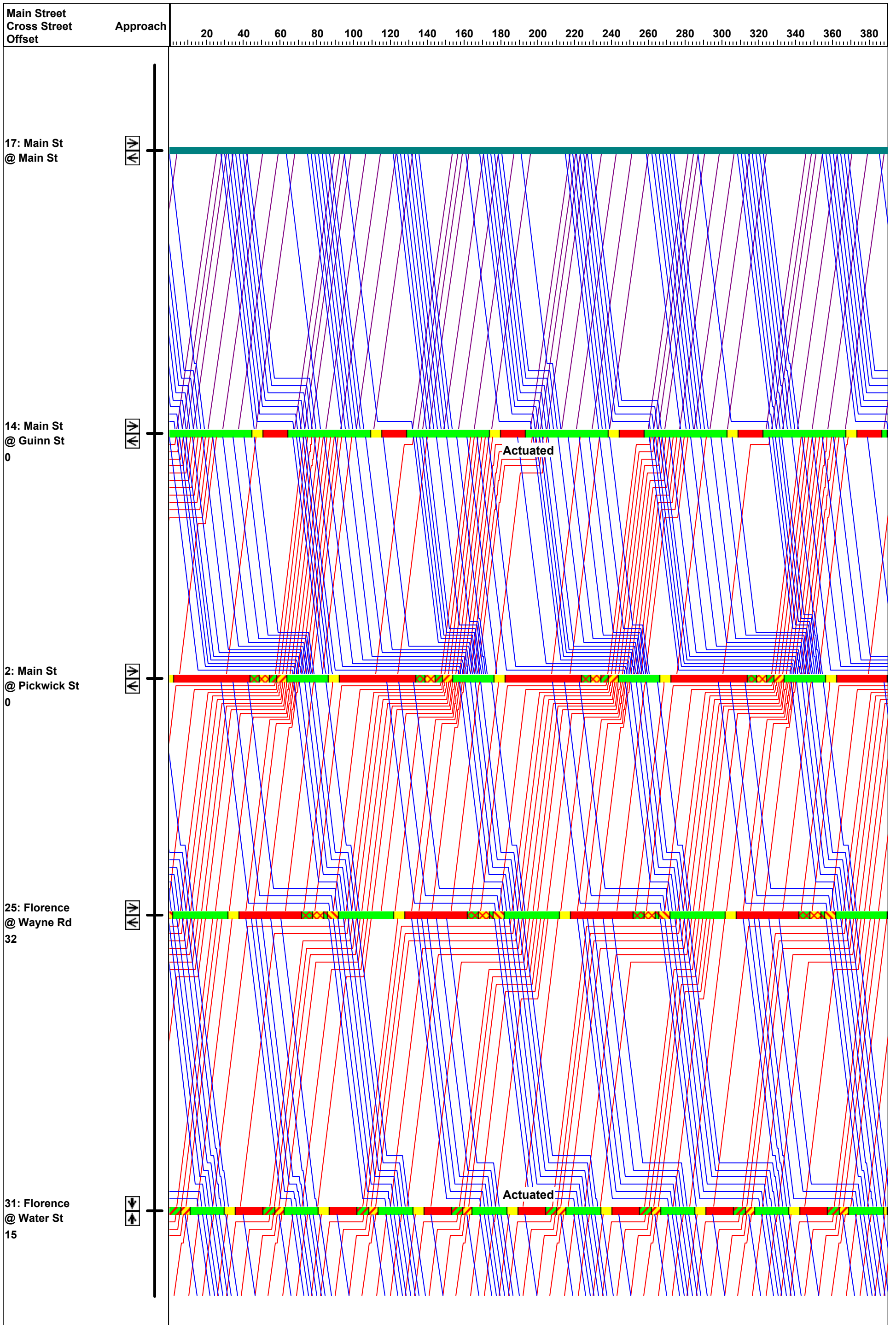


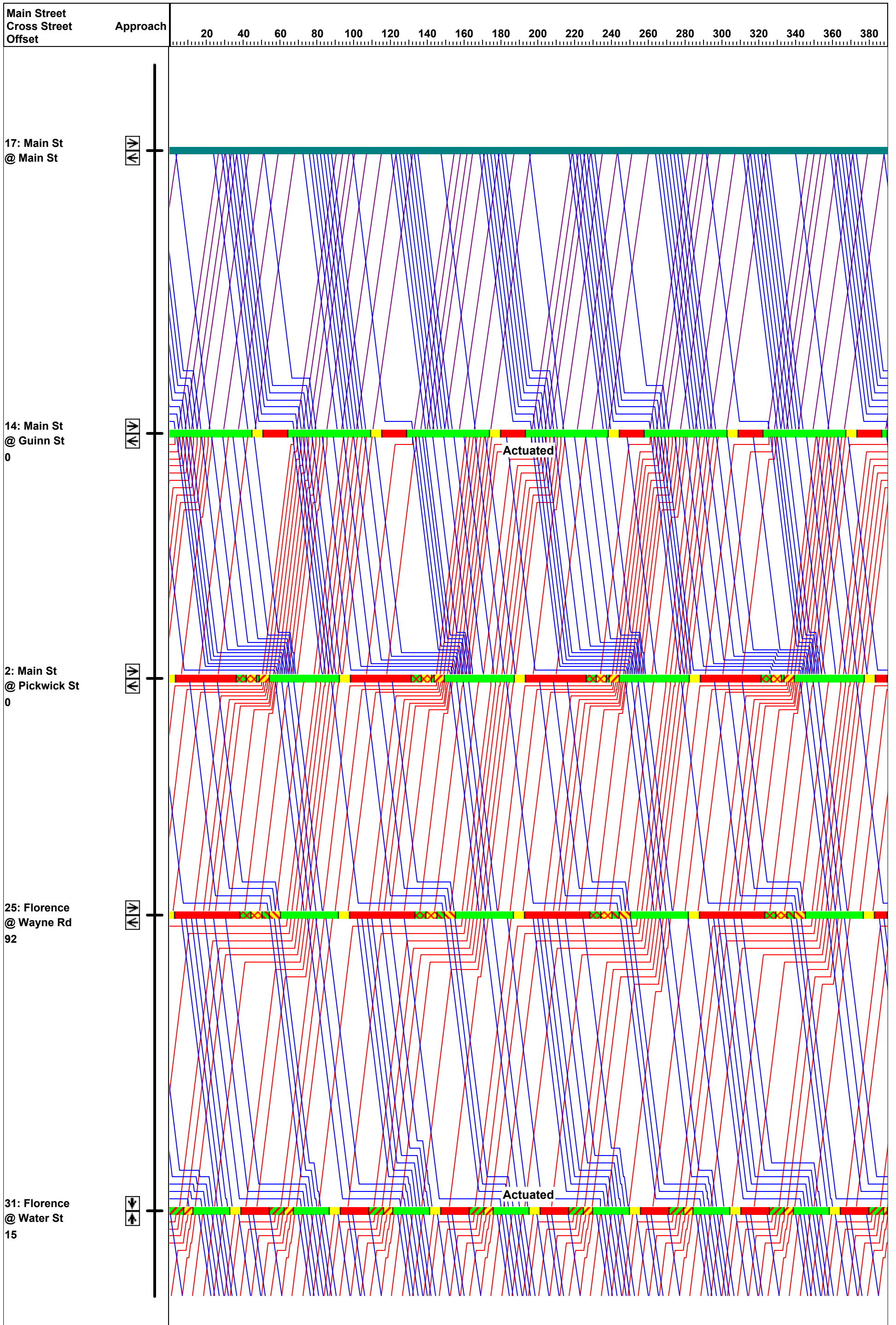
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	14	780	648	52	116	30		
Future Volume (veh/h)	14	780	648	52	116	30		
Number	1	6	2	12	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1785	1836	1771	1890	1825	1910		
Adj Flow Rate, veh/h	15	821	682	55	122	32		
Adj No. of Lanes	1	2	2	0	0	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	7	4	7	7	0	0		
Cap, veh/h	588	2695	2223	179	151	40		
Arrive On Green	0.02	0.77	1.00	1.00	0.11	0.11		
Sat Flow, veh/h	1700	3580	3242	254	1335	350		
Grp Volume(v), veh/h	15	821	364	373	155	0		
Grp Sat Flow(s),veh/h/ln	1700	1744	1682	1726	1697	0		
Q Serve(g_s), s	0.2	7.3	0.0	0.0	9.4	0.0		
Cycle Q Clear(g_c), s	0.2	7.3	0.0	0.0	9.4	0.0		
Prop In Lane	1.00			0.15	0.79	0.21		
Lane Grp Cap(c), veh/h	588	2695	1185	1216	192	0		
V/C Ratio(X)	0.03	0.30	0.31	0.31	0.81	0.00		
Avail Cap(c_a), veh/h	715	2695	1185	1216	388	0		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.94	0.94	1.00	0.00		
Uniform Delay (d), s/veh	3.5	3.5	0.0	0.0	45.5	0.0		
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.6	7.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	3.5	0.2	0.2	4.8	0.0		
LnGrp Delay(d),s/veh	3.5	3.8	0.6	0.6	53.3	0.0		
LnGrp LOS	A	A	A	A	D			
Approach Vol, veh/h		836	737		155			
Approach Delay, s/veh		3.8	0.6		53.3			
Approach LOS		A	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.1	80.0		17.9		87.1		
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	10.0	54.0		24.0		54.0		
Max Q Clear Time (g_c+I1), s	2.2	2.0		11.4		9.3		
Green Ext Time (p_c), s	0.0	9.0		0.4		8.9		
Intersection Summary								
HCM 2010 Ctrl Delay			6.9					
HCM 2010 LOS			A					

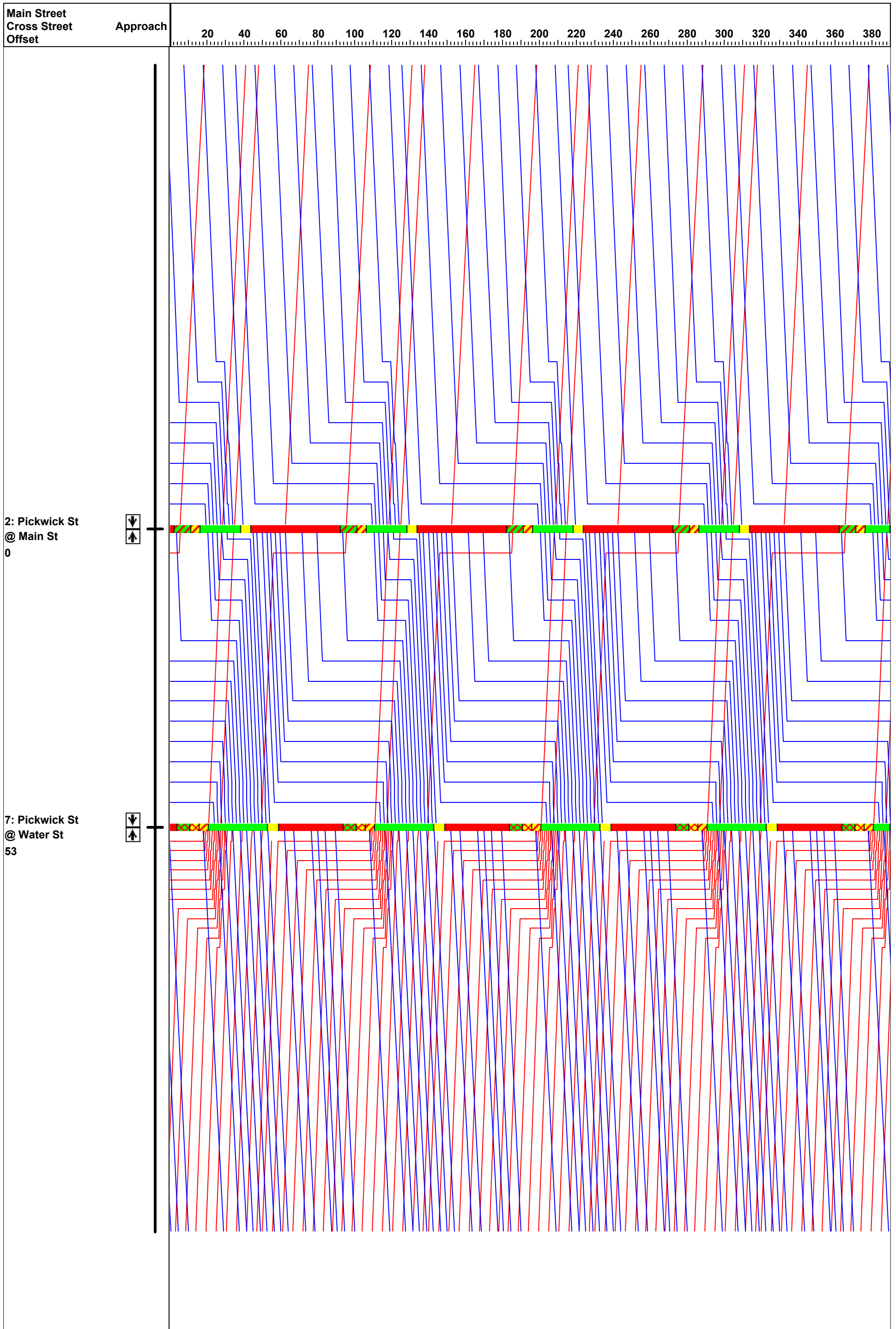
HCM 2010 Signalized Intersection Summary
 15: Patterson Rd & Wayne Rd

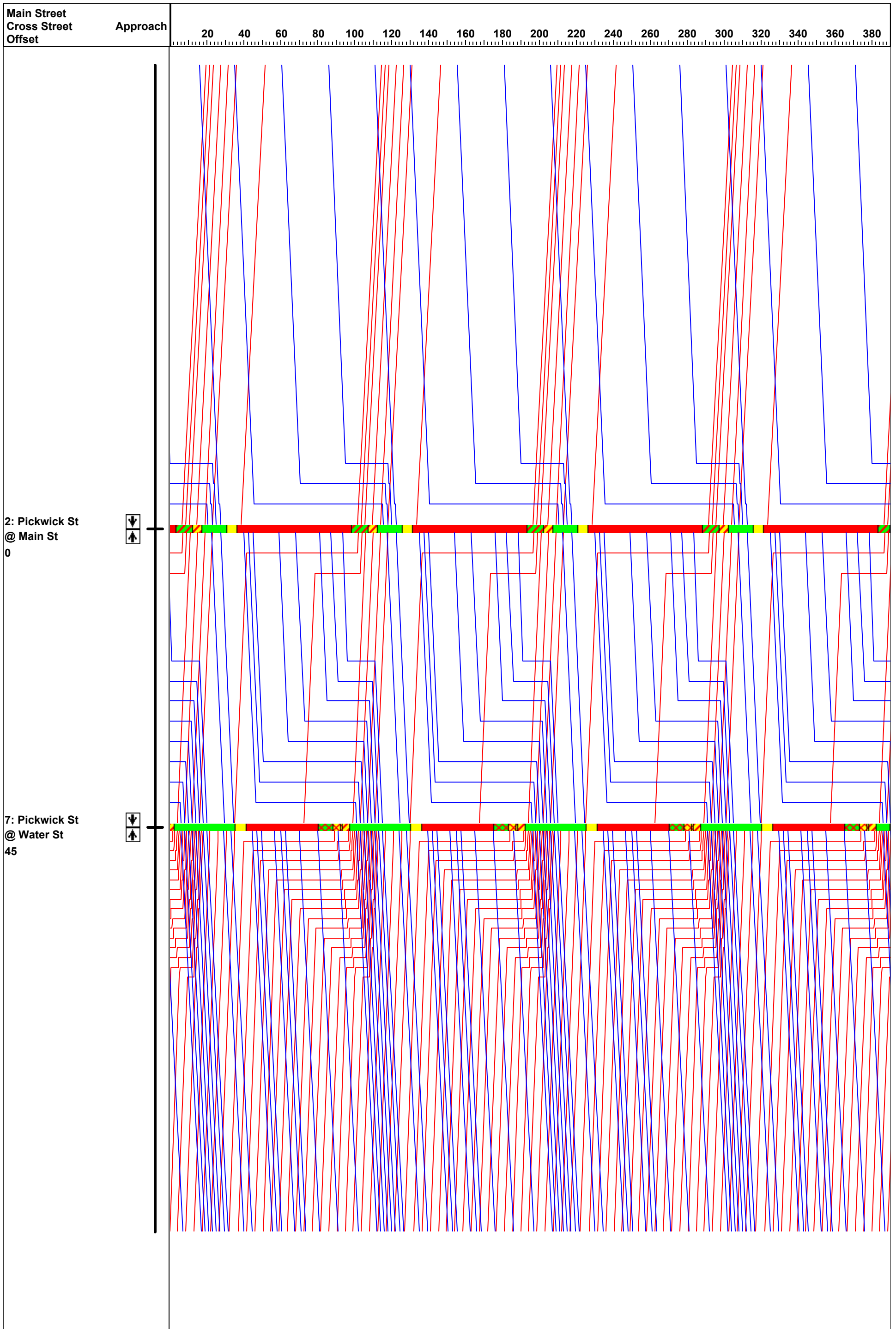
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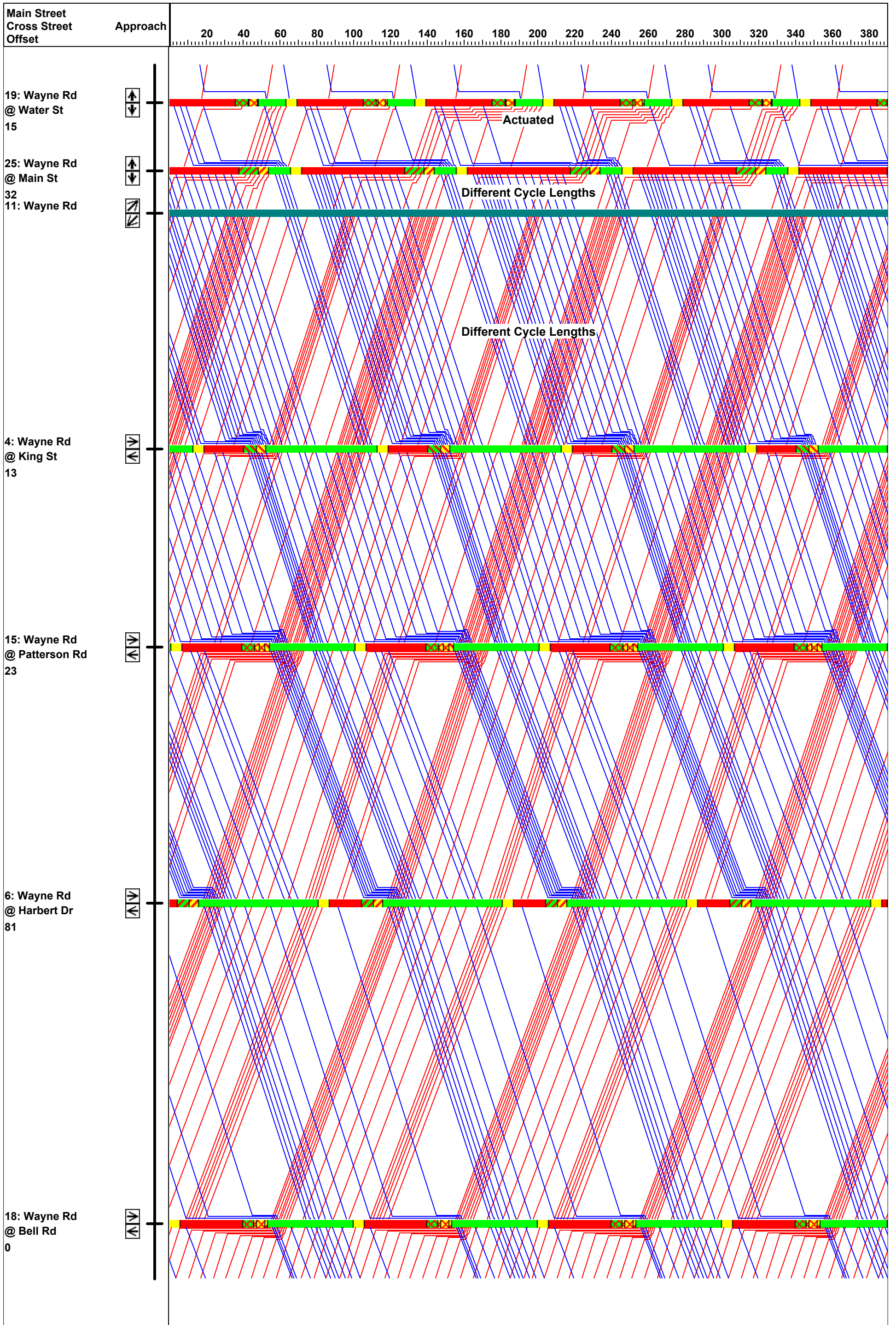
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	103	687	8	15	556	81	35	20	22	103	22	89
Future Volume (veh/h)	103	687	8	15	556	81	35	20	22	103	22	89
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1854	1837	1910	1890	1769	1890	1761	1919	1919	1891	1808	1910
Adj Flow Rate, veh/h	108	723	8	16	585	85	37	21	23	108	23	94
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	4	0	7	7	9	0	0	1	0	0
Cap, veh/h	535	2155	24	474	1634	237	178	146	124	290	37	149
Arrive On Green	0.07	0.61	0.61	0.02	0.55	0.55	0.03	0.08	0.08	0.07	0.12	0.12
Sat Flow, veh/h	1766	3536	39	1800	2947	427	1677	1919	1631	1801	311	1272
Grp Volume(v), veh/h	108	357	374	16	333	337	37	21	23	108	0	117
Grp Sat Flow(s),veh/h/ln	1766	1745	1830	1800	1680	1694	1677	1919	1631	1801	0	1583
Q Serve(g_s), s	2.4	10.5	10.5	0.4	11.6	11.6	2.1	1.1	1.4	5.6	0.0	7.4
Cycle Q Clear(g_c), s	2.4	10.5	10.5	0.4	11.6	11.6	2.1	1.1	1.4	5.6	0.0	7.4
Prop In Lane	1.00		0.02	1.00		0.25	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	535	1064	1115	474	932	939	178	146	124	290	0	186
V/C Ratio(X)	0.20	0.34	0.34	0.03	0.36	0.36	0.21	0.14	0.19	0.37	0.00	0.63
Avail Cap(c_a), veh/h	583	1064	1115	587	932	939	261	247	210	339	0	234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	10.1	10.1	9.8	13.0	13.0	42.8	45.3	45.5	39.7	0.0	44.2
Incr Delay (d2), s/veh	0.2	0.8	0.8	0.0	1.0	1.0	0.8	0.6	1.0	1.1	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.3	5.5	0.2	5.6	5.7	1.0	0.6	0.7	2.9	0.0	3.5
LnGrp Delay(d),s/veh	8.3	10.9	10.8	9.8	14.0	14.1	43.6	46.0	46.5	40.8	0.0	49.1
LnGrp LOS	A	B	B	A	B	B	D	D	D	D		D
Approach Vol, veh/h		839			686			81			225	
Approach Delay, s/veh		10.5			14.0			45.0			45.1	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	70.0	8.8	18.8	13.2	64.2	13.2	14.5				
Change Period (Y+Rc), s	5.5	6.0	5.5	6.5	5.5	6.0	5.5	6.5				
Max Green Setting (Gmax), s	8.5	49.0	8.5	15.5	10.5	47.0	10.5	13.5				
Max Q Clear Time (g_c+I1), s	2.4	12.5	4.1	9.4	4.4	13.6	7.6	3.4				
Green Ext Time (p_c), s	0.0	11.4	0.0	0.4	0.2	11.1	0.1	0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				17.6								
HCM 2010 LOS				B								

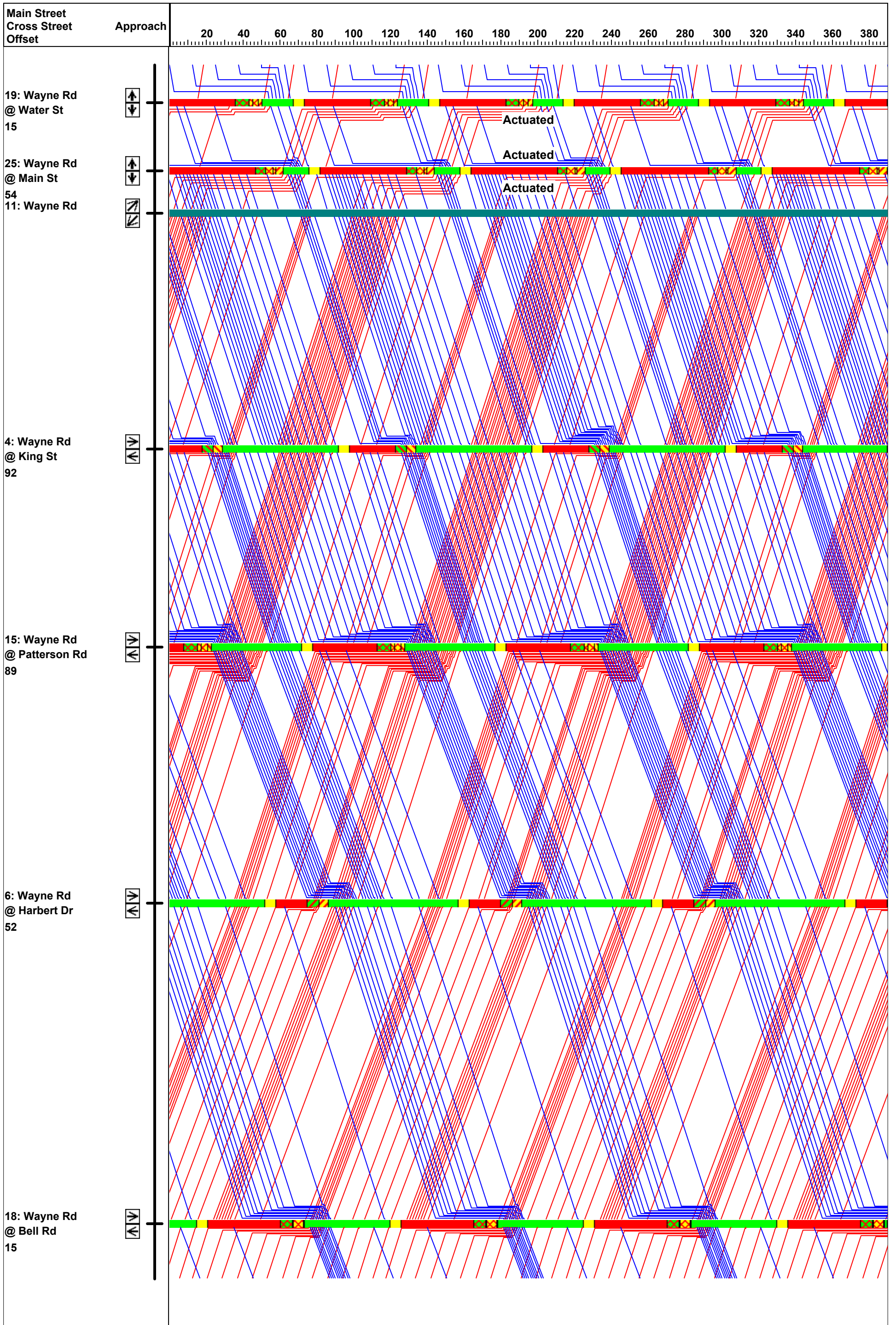


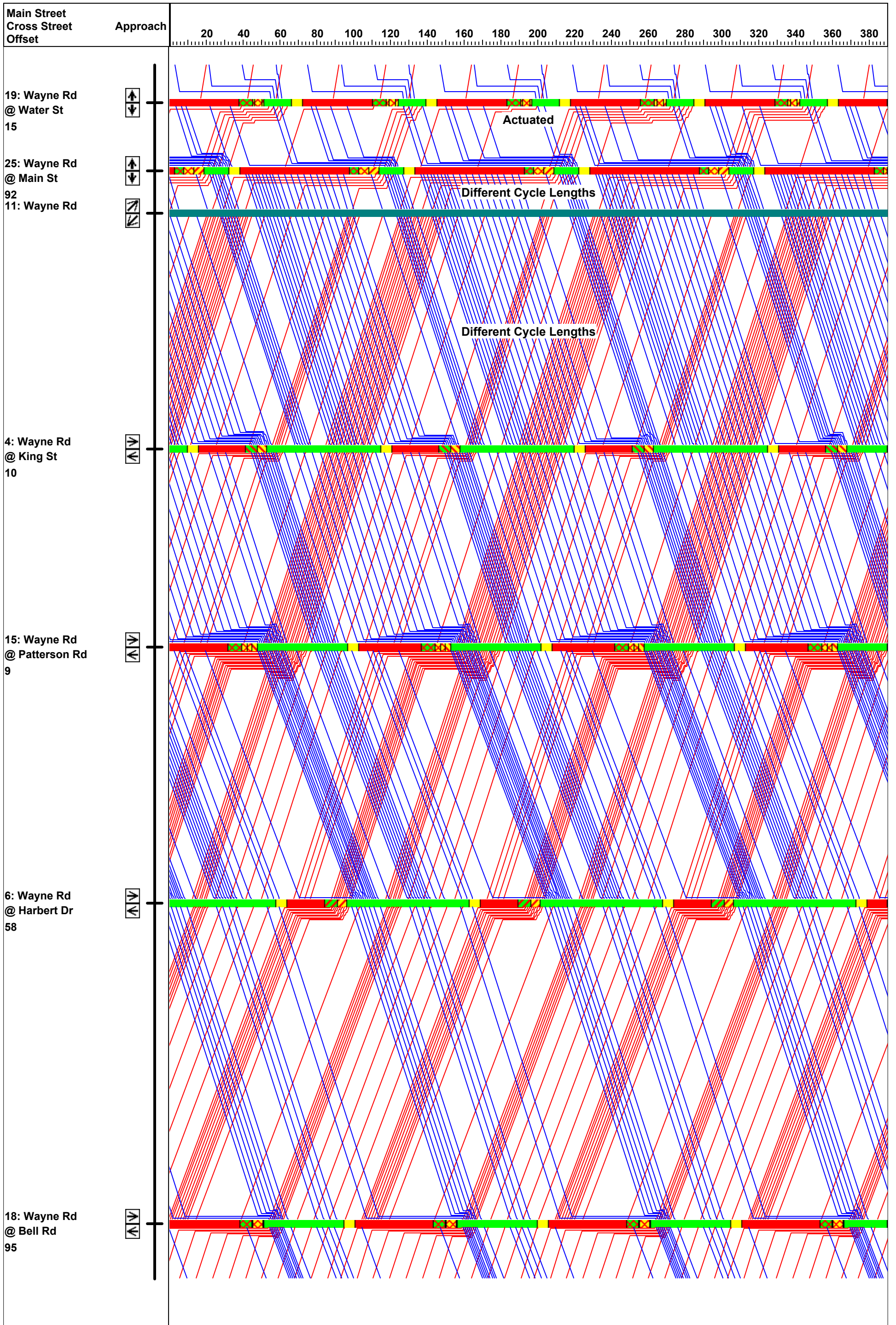














Appendix G: MEASURE OF EFFECTIVENESS

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



in cooperation with



Measures of Effectiveness

Main Street

Existing vs. Proposed Conditions

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Eastbound	123.9	97.8	-21%	58.7	39.1	-33%	16	20	25%	954	942	-1%
	Westbound	63.1	57.4	-9%	25.5	19.1	-25%	20	23	15%	542	516	-5%
	Average	94	78	-17%	42	29	-31%	18	22	22%	748	729	-3%
PM	Eastbound	119.5	86.9	-27%	70.6	38	-46%	14	19	36%	1072	969	-10%
	Westbound	72.2	61.1	-15%	22.2	16.7	-25%	22	24	9%	758	640	-16%
	Average	96	74	-23%	46	27	-41%	18	22	22%	915	805	-12%

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

Measures of Effectiveness

Pickwick Street

Existing vs. Proposed Conditions

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Northbound	60.6	48.5	-20%	48.5	24.2	-50%	12	16	33%	380	292	-23%
	Southbound	89.3	59.5	-33%	69.4	49.6	-29%	5	7	40%	444	403	-9%
	Average	75	54	-28%	59	37	-37%	9	12	33%	412	348	-16%
PM	Northbound	63.9	55.9	-13%	47.9	39.9	-17%	12	14	17%	669	562	-16%
	Southbound	45.8	45.8	0%	45.8	30.5	-33%	7	8	14%	232	223	-4%
	Average	55	51	-7%	47	35	-26%	10	11	10%	451	393	-13%

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

Measures of Effectiveness

Wayne Road

Existing vs. Proposed Conditions

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops (All Vehicles, All Approaches)		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	Eastbound	202.4	188	-7%	28.9	21.7	-25%	28	30	7%	847	518	-39%
	Westbound	171.8	151.1	-12%	34.4	20.6	-40%	26	29	12%	954	554	-42%
	Average	187	170	-9%	32	21	-34%	27	30	11%	901	536	-41%
MID DAY	Eastbound	207	196.9	-5%	35.3	25.2	-29%	28	29	4%	1294	970	-25%
	Westbound	178.9	157.2	-12%	38	21.7	-43%	25	29	16%	1251	583	-53%
	Average	193	177	-8%	37	23	-38%	27	29	7%	1273	777	-39%
PM	Eastbound	212.3	193.8	-9%	36.9	18.5	-50%	28	30	7%	1466	822	-44%
	Westbound	183.3	166.7	-9%	44.4	33.3	-25%	25	27	8%	1289	920	-29%
	Average	198	180	-9%	41	26	-37%	27	29	7%	1378	871	-37%

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

Measures of Effectiveness
Network-wide statistics: Savannah TSMO Proposed Coordinated Signals
Existing vs. Proposed Conditions

Peak Period	Direction	Average Travel Time (Seconds per Vehicle)			Average Delay (Seconds per Vehicle)			Average Travel Speed (MPH)			Total Stops		
		Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change	Existing	Proposed	% Change
AM	All	711.1	602.3	-15%	265.4	174.3	-34%	18	21	17%	4121	3225	-22%
MD	All	385.9	354.1	-8%	73.3	46.9	-36%	27	29	9%	2545	1553	-39%
PM	All	697	610.2	-12%	267.8	176.9	-34%	18	20	13%	5486	4136	-25%
Average % Change all Peak Periods:				-12%		-35%			13%			-28%	

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

² Mid-Day Peak Period Results for the entire network are only reflective of the coordinated pattern along Wayne Road. Main Street and Pickwick Street are proposed to not run a coordinated plan during this peak period.

Main St

Direction	EB	WB	All
Total Delay (hr)	9	4	13
Stops (#)	954	542	1496
Average Speed (mph)	16	20	18
Total Travel Time (hr)	19	10	29
Distance Traveled (mi)	301	213	513
Fuel Consumed (gal)	26	15	41
Fuel Economy (mpg)	11.6	13.9	12.5
Unserviced Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	90	90	180
Performance Index	12.1	5.5	17.6

Network Totals

Number of Intersections	14
Total Delay (hr)	57
Stops (#)	6526
Average Speed (mph)	20
Total Travel Time (hr)	143
Distance Traveled (mi)	2908
Fuel Consumed (gal)	204
Fuel Economy (mpg)	14.3
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	569
Performance Index	75.5

Main St

Direction	EB	WB	All
Total Delay (hr)	13	4	17
Stops (#)	1072	758	1830
Average Speed (mph)	14	22	17
Total Travel Time (hr)	22	13	34
Distance Traveled (mi)	312	271	583
Fuel Consumed (gal)	30	19	49
Fuel Economy (mpg)	10.6	13.9	11.9
Unserviced Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	99	145	244
Performance Index	15.6	6.5	22.1

Network Totals

Number of Intersections	14
Total Delay (hr)	70
Stops (#)	8827
Average Speed (mph)	21
Total Travel Time (hr)	185
Distance Traveled (mi)	3894
Fuel Consumed (gal)	269
Fuel Economy (mpg)	14.5
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	752
Performance Index	94.9

Pickwick St

Direction	NB	SB	All
Total Delay (hr)	4	7	11
Stops (#)	380	444	824
Average Speed (mph)	12	5	8
Total Travel Time (hr)	5	9	14
Distance Traveled (mi)	65	43	108
Fuel Consumed (gal)	8	10	19
Fuel Economy (mpg)	7.7	4.1	5.7
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	19	27	46
Performance Index	4.6	8.7	13.3

Network Totals

Number of Intersections	14
Total Delay (hr)	57
Stops (#)	6526
Average Speed (mph)	20
Total Travel Time (hr)	143
Distance Traveled (mi)	2908
Fuel Consumed (gal)	204
Fuel Economy (mpg)	14.3
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	569
Performance Index	75.5

Pickwick St

Direction	NB	SB	All
Total Delay (hr)	6	3	8
Stops (#)	669	232	901
Average Speed (mph)	12	7	10
Total Travel Time (hr)	8	3	12
Distance Traveled (mi)	99	23	122
Fuel Consumed (gal)	14	5	19
Fuel Economy (mpg)	7.0	5.1	6.6
Unserviced Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	39	15	54
Performance Index	7.7	3.3	10.9

Network Totals

Number of Intersections	14
Total Delay (hr)	70
Stops (#)	8827
Average Speed (mph)	21
Total Travel Time (hr)	185
Distance Traveled (mi)	3894
Fuel Consumed (gal)	269
Fuel Economy (mpg)	14.5
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	752
Performance Index	94.9

Wayne Rd

Direction	EB	WB	NB	SB	All
Total Delay (hr)	4	5	1	2	13
Stops (#)	847	954	113	240	2154
Average Speed (mph)	28	26	8	29	27
Total Travel Time (hr)	28	25	1	10	64
Distance Traveled (mi)	788	635	12	296	1731
Fuel Consumed (gal)	40	36	2	15	92
Fuel Economy (mpg)	19.8	17.9	5.7	20.4	18.8
Unserviced Vehicles (#)	0	0	0	0	0
Vehicles in dilemma zone (#)	92	103	7	18	220
Performance Index	6.8	7.9	1.5	2.6	18.8

Network Totals

Number of Intersections	14
Total Delay (hr)	57
Stops (#)	6526
Average Speed (mph)	20
Total Travel Time (hr)	143
Distance Traveled (mi)	2908
Fuel Consumed (gal)	204
Fuel Economy (mpg)	14.3
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	569
Performance Index	75.5

Wayne Rd

Direction	EB	WB	NB	SB	All
Total Delay (hr)	7	7	2	2	19
Stops (#)	1294	1251	266	331	3142
Average Speed (mph)	28	25	7	28	26
Total Travel Time (hr)	41	33	3	13	89
Distance Traveled (mi)	1124	834	22	355	2335
Fuel Consumed (gal)	58	47	4	18	127
Fuel Economy (mpg)	19.4	17.7	5.0	20.0	18.4
Unserviced Vehicles (#)	0	0	0	0	0
Vehicles in dilemma zone (#)	129	122	11	19	281
Performance Index	10.8	10.8	3.1	3.3	28.1

Network Totals

Number of Intersections	14
Total Delay (hr)	50
Stops (#)	7209
Average Speed (mph)	23
Total Travel Time (hr)	153
Distance Traveled (mi)	3501
Fuel Consumed (gal)	226
Fuel Economy (mpg)	15.5
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	669
Performance Index	70.0

Wayne Rd

Direction	EB	WB	NB	SB	All
Total Delay (hr)	8	8	2	2	20
Stops (#)	1466	1289	242	299	3296
Average Speed (mph)	28	25	8	28	26
Total Travel Time (hr)	46	33	3	12	94
Distance Traveled (mi)	1268	820	24	351	2462
Fuel Consumed (gal)	65	47	4	17	134
Fuel Economy (mpg)	19.4	17.5	5.6	20.3	18.4
Unserved Vehicles (#)	0	0	0	0	0
Vehicles in dilemma zone (#)	134	120	14	18	286
Performance Index	12.1	11.2	3.0	3.1	29.5

Network Totals

Number of Intersections	14
Total Delay (hr)	70
Stops (#)	8827
Average Speed (mph)	21
Total Travel Time (hr)	185
Distance Traveled (mi)	3894
Fuel Consumed (gal)	269
Fuel Economy (mpg)	14.5
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	752
Performance Index	94.9

Main St

Direction	EB	WB	All
Total Delay (hr)	6	3	9
Stops (#)	942	516	1458
Average Speed (mph)	20	23	21
Total Travel Time (hr)	15	9	24
Distance Traveled (mi)	301	213	513
Fuel Consumed (gal)	23	14	37
Fuel Economy (mpg)	12.9	15.0	13.7
Unserviced Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	85	57	142
Performance Index	8.7	4.1	12.8

Network Totals

Number of Intersections	14
Total Delay (hr)	46
Stops (#)	5668
Average Speed (mph)	22
Total Travel Time (hr)	131
Distance Traveled (mi)	2908
Fuel Consumed (gal)	189
Fuel Economy (mpg)	15.4
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	451
Performance Index	61.3

Main St

Direction	EB	WB	All
Total Delay (hr)	7	3	10
Stops (#)	969	640	1609
Average Speed (mph)	19	24	21
Total Travel Time (hr)	16	11	27
Distance Traveled (mi)	312	271	583
Fuel Consumed (gal)	24	18	42
Fuel Economy (mpg)	12.8	15.3	13.9
Unserviced Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	85	100	185
Performance Index	9.3	5.0	14.3

Network Totals

Number of Intersections	14
Total Delay (hr)	62
Stops (#)	7508
Average Speed (mph)	22
Total Travel Time (hr)	177
Distance Traveled (mi)	3894
Fuel Consumed (gal)	253
Fuel Economy (mpg)	15.4
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	575
Performance Index	82.9

Pickwick St

Direction	NB	SB	All
Total Delay (hr)	2	5	7
Stops (#)	292	403	695
Average Speed (mph)	16	7	11
Total Travel Time (hr)	4	6	10
Distance Traveled (mi)	65	43	108
Fuel Consumed (gal)	7	8	15
Fuel Economy (mpg)	9.6	5.4	7.3
Unserviced Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	22	33	55
Performance Index	3.1	5.7	8.8

Network Totals

Number of Intersections	14
Total Delay (hr)	45
Stops (#)	5683
Average Speed (mph)	22
Total Travel Time (hr)	131
Distance Traveled (mi)	2908
Fuel Consumed (gal)	189
Fuel Economy (mpg)	15.4
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	451
Performance Index	61.2

Pickwick St

Direction	NB	SB	All
Total Delay (hr)	5	2	7
Stops (#)	562	223	785
Average Speed (mph)	14	8	12
Total Travel Time (hr)	7	3	10
Distance Traveled (mi)	99	23	122
Fuel Consumed (gal)	12	4	16
Fuel Economy (mpg)	8.2	5.4	7.5
Unserviced Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	34	9	43
Performance Index	6.1	3.0	9.1

Network Totals

Number of Intersections	14
Total Delay (hr)	61
Stops (#)	7551
Average Speed (mph)	22
Total Travel Time (hr)	176
Distance Traveled (mi)	3894
Fuel Consumed (gal)	252
Fuel Economy (mpg)	15.4
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	532
Performance Index	82.1

Wayne Rd

Direction	EB	WB	All
Total Delay (hr)	3	3	5
Stops (#)	518	554	1072
Average Speed (mph)	30	29	30
Total Travel Time (hr)	26	22	48
Distance Traveled (mi)	788	635	1423
Fuel Consumed (gal)	36	31	67
Fuel Economy (mpg)	21.7	20.5	21.2
Unserviced Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	65	47	112
Performance Index	4.1	4.3	8.5

Zone B Totals

Number of Intersections	4
Total Delay (hr)	11
Stops (#)	1465
Average Speed (mph)	27
Total Travel Time (hr)	55
Distance Traveled (mi)	1455
Fuel Consumed (gal)	75
Fuel Economy (mpg)	19.3
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	119
Performance Index	15.2

Wayne Rd

Direction	EB	WB	NB	SB	All
Total Delay (hr)	5	4	3	3	15
Stops (#)	970	583	264	370	2187
Average Speed (mph)	29	29	7	26	28
Total Travel Time (hr)	39	29	3	14	85
Distance Traveled (mi)	1124	834	22	355	2335
Fuel Consumed (gal)	54	40	4	19	118
Fuel Economy (mpg)	20.7	20.9	4.9	18.9	19.9
Unserviced Vehicles (#)	0	0	0	0	0
Vehicles in dilemma zone (#)	65	62	9	17	153
Performance Index	8.0	5.5	3.3	4.4	21.2

Network Totals

Number of Intersections	14
Total Delay (hr)	47
Stops (#)	6224
Average Speed (mph)	23
Total Travel Time (hr)	150
Distance Traveled (mi)	3501
Fuel Consumed (gal)	217
Fuel Economy (mpg)	16.2
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	497
Performance Index	63.9

Wayne Rd

Direction	EB	WB	All
Total Delay (hr)	4	6	10
Stops (#)	822	920	1742
Average Speed (mph)	30	27	29
Total Travel Time (hr)	42	30	72
Distance Traveled (mi)	1268	820	2088
Fuel Consumed (gal)	58	43	101
Fuel Economy (mpg)	21.7	19.3	20.7
Unserviced Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	75	42	117
Performance Index	6.7	8.1	14.8

Zone B Totals

Number of Intersections	4
Total Delay (hr)	20
Stops (#)	2363
Average Speed (mph)	26
Total Travel Time (hr)	83
Distance Traveled (mi)	2135
Fuel Consumed (gal)	114
Fuel Economy (mpg)	18.7
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	128
Performance Index	26.1



Appendix H: CODING SHEETS

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



in cooperation with



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date: _____
Intersection ID: _____ :	<u>Florence Rd</u> AT _____	<u>Higgins Dr/Freewill Ln</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	4	7	4	10		7								
Passage Time		2.5	4.0	2.5	3.0	2.5	4.0		3.0								
Maximum No 1		15	50	15	40	15	50		55								
Maximum No 2		20	65	15	40	15	70		55								
Maximum No 3		20	70	20	40	15	75		60								
Yellow Change		3.5	4.5	3.5	4.5	3.5	4.5		4.5								
Red Clearance		2.5	1.5	2.0	1.5	1.5	1.5		1.5								
Density Times																	
Seconds/Actuation	Phase :																
Maximum Initial																	
Time B4 Reduction																	
Cars B4 Reduction																	
Time To Reduce																	
Minimum Gap																	

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

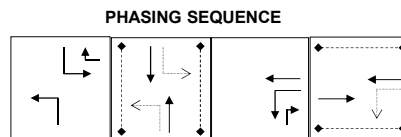
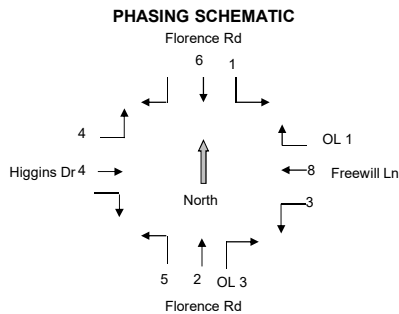
Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk			7		8		10		8								
Pedestrian Clearance			19		23		14		21								
Pedestrian Control																	
Flashing Walk	Phase :																
Extended Pedestrian Clear																	
Act Rest In Walk																	

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	1	1	0		1								
Dual Entry		0	1	0	1	0	1		1								
Last Car Passage		0	0	0	0	0	0		0								
Conditional Service		0	0	0	0	0	0		0								
Minimum Recall		0	1	0	0	0	1		0								
No Simultaneous Gap		1	0	1	1	1	0		0								

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Florence Rd AT Higgins Dr/Freewill Ln

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation	:	FRE	AUT	MAN	-	-	-
Mode	:	PRM	YLD	PYL	POM	SOM	FAC
Maximum	:	INH	MX1	MX2	-	-	-
Correction	:	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	:	BEGIN	END OF GREEN				
Force	:	PLAN	CYCLE TIME				
Max Dwell Time	:	Time in Seconds					
Yield Period	:	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	:	1 / 1 / 1					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	:	___	___	___	___	___	___	___	___
Phase 01 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1	:	___	___	___	___	___	___	___	___
Offset 2	:	___	___	___	___	___	___	___	___
Offset 3	:	___	___	___	___	___	___	___	___
Offset Pattern Mode	:	___	___	___	___	___	___	___	___

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length	:	___	___	___	___	___	___	___	___
Phase 01 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1	:	___	___	___	___	___	___	___	___
Offset 2	:	___	___	___	___	___	___	___	___
Offset 3	:	___	___	___	___	___	___	___	___
Offset Pattern Mode	:	___	___	___	___	___	___	___	___

Codes	:	0 - Actuated		1 - Coord Phase		2 - Min Rec		3 - Max Rec	
Phase Mode	:	4 - Ped Rec		5 - Max+Ped Recall		6 - Phase Omitted		7 - Dual Coord Phase	
Pattern Mode	:	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act							

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



TIME OF DAY PROGRAMMING

Intersection: Florence Rd AT Higgins Dr/Freewill Ln

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
 DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
 Month = 01 to 12 (Begin < End)
 Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
 00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

<u>2</u>	=	<u>3</u>	<u>4</u>	<u>5</u>	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____

DAY EQUATES: Care Must Be Used To Insure Days Are Not
 Equated To Undefined Days Or Days That Are Equated To
 Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY		PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
	HH	MM			
<u>1</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
<u>2</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free	_____
<u>2</u>	<u>06</u>	<u>45</u>	<u>0 / 0 / 0</u>	MAX 2 - School Arrival	_____
<u>2</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 4</u>	Free	_____
<u>2</u>	<u>14</u>	<u>30</u>	<u>0 / 0 / 1</u>	MAX 3 - School Dismissal	_____
<u>2</u>	<u>16</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
<u>6</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free	_____
<u>6</u>	<u>06</u>	<u>45</u>	<u>0 / 0 / 0</u>	MAX 2 - School Arrival	_____
<u>6</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 4</u>	Free	_____
<u>6</u>	<u>14</u>	<u>30</u>	<u>0 / 0 / 1</u>	MAX 3 - School Dismissal	_____
<u>6</u>	<u>16</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
<u>7</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

REFERENCE DATA:
 PDAY - 01-99 Program Day
 HH:MM - 24 Hour Clock
 PATTERN : (D/S/O)
 Flash - 5 / 5 / 0
 Free - 0 / 0 / 4
 MAX 2 & OMITTS: Call Free, Set
 Pattern To 0 / 0 / 0



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: 5/8/2019
Approved By: <u>GJ</u> :		Date:
Intersection ID: _____ :	<u>Florence Rd</u> AT _____	<u>Higgins Dr/Freewill Ln</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	7	7	4	10										
Passage Time		2.5	4.0	3.0	3.0	2.5	4.0										
Maximum No 1		15	50	20	25	15	50										
Maximum No 2		20	65	20	25	15	70										
Maximum No 3		20	70	15	30	15	75										
Yellow Change		3.5	4.5	4.5	4.0	3.5	4.5										
Red Clearance		2.5	1.5	2.0	2.0	1.5	1.5										
Density Times																	
Seconds/Actuation	Phase :																
Maximum Initial																	
Time B4 Reduction																	
Cars B4 Reduction																	
Time To Reduce																	
Minimum Gap																	

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

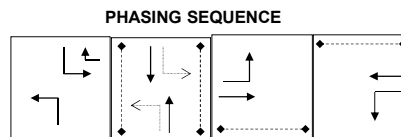
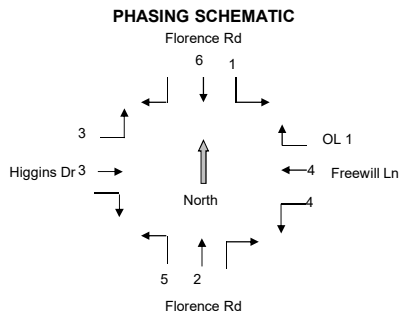
Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk			7	8	8		10										
Pedestrian Clearance			19	23	21		14										
Pedestrian Control																	
Flashing Walk	Phase :																
Extended Pedestrian Clear																	
Act Rest In Walk																	

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	1	1	0										
Dual Entry		0	1	0	0	0	1										
Last Car Passage		0	0	0	0	0	0										
Conditional Service		0	0	0	0	0	0										
Minimum Recall		0	1	0	0	0	1										
No Simultaneous Gap		1	0	1	1	1	0										

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Florence Rd AT Higgins Dr/Freewill Ln

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation		FRE	AUT	MAN	-	-	-
Mode		PRM	YLD	PYL	POM	SOM	FAC
Maximum		INH	MX1	MX2	-	-	-
Correction		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)		BEGIN	END OF GREEN				
Force		PLAN	CYCLE TIME				
Max Dwell Time		Time in Seconds					
Yield Period		Time in Seconds					
Manual Pattern (Dial/Split/Offset)		<u>1 / 1 / 1</u>					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length		___	___	___	___	___	___	___	___
Phase 01 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1		___	___	___	___	___	___	___	___
Offset 2		___	___	___	___	___	___	___	___
Offset 3		___	___	___	___	___	___	___	___
Offset Pattern Mode		___	___	___	___	___	___	___	___

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length		___	___	___	___	___	___	___	___
Phase 01 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1		___	___	___	___	___	___	___	___
Offset 2		___	___	___	___	___	___	___	___
Offset 3		___	___	___	___	___	___	___	___
Offset Pattern Mode		___	___	___	___	___	___	___	___

Codes	Phase Mode	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec
		4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase
	Pattern Mode	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act			

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: 5/8/2019
Approved By: <u>GJ</u> :		Date:
Intersection ID: _____ :	<u>Florence Rd</u> AT _____	<u>Water Rd</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10		7		10										
Passage Time		2.5	4.0		3.0		4.0										
Maximum No 1		15	40		20		55										
Maximum No 2		15	50		20		65										
Yellow Change		3.5	4.5		3.5		4.5										
Red Clearance		1.5	1.5		1.5		1.5										

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																	
Maximum Initial																	
Time B4 Reduction																	
Cars B4 Reduction																	
Time To Reduce																	
Minimum Gap																	

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk			15														
Pedestrian Clearance			17														

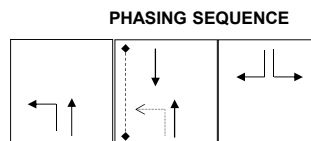
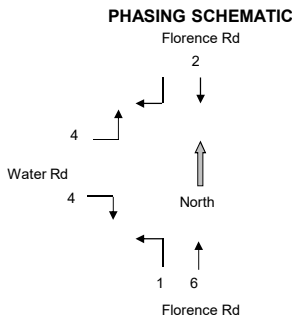
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																	
Extended Pedestrian Clear																	
Act Rest In Walk																	

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0		1		0										
Dual Entry		0	1		0		1										
Last Car Passage		0	0		0		0										
Conditional Service		0	0		0		0										
Minimum Recall		0	1		0		1										
No Simultaneous Gap		1	0		1		0										

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Florence Rd AT Water Rd

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation		FRE	AUT	MAN	-	-	-
Mode		PRM	YLD	PYL	POM	SOM	FAC
Maximum		INH	MX1	MX2	-	-	-
Correction		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)		BEGIN	END OF GREEN				
Force		PLAN	CYCLE TIME				
Max Dwell Time		Time in Seconds					
Yield Period		Time in Seconds					
Manual Pattern (Dial/Split/Offset)		<u>1 / 1 / 1</u>					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length		___	___	___	___	___	___	___	___
Phase 01 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1		___	___	___	___	___	___	___	___
Offset 2		___	___	___	___	___	___	___	___
Offset 3		___	___	___	___	___	___	___	___
Offset Pattern Mode		___	___	___	___	___	___	___	___

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length		___	___	___	___	___	___	___	___
Phase 01 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1		___	___	___	___	___	___	___	___
Offset 2		___	___	___	___	___	___	___	___
Offset 3		___	___	___	___	___	___	___	___
Offset Pattern Mode		___	___	___	___	___	___	___	___

Codes	Phase Mode	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec
		4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase
	Pattern Mode	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act			

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date: _____
Intersection ID: _____ :	<u>Main St</u> AT _____	<u>Guinn St</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		—	10	—	7	—	—	—	—	—	—	—	—	—	—	—	—
Passage Time		—	2.5	—	3.0	—	—	—	—	—	—	—	—	—	—	—	—
Maximum No 1		—	45	—	35	—	—	—	—	—	—	—	—	—	—	—	—
Maximum No 2		—	55	—	35	—	—	—	—	—	—	—	—	—	—	—	—
Yellow Change		—	4.5	—	4.0	—	—	—	—	—	—	—	—	—	—	—	—
Red Clearance		—	1.5	—	1.5	—	—	—	—	—	—	—	—	—	—	—	—

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		—	9	—	8	—	—	—	—	—	—	—	—	—	—	—	—
Pedestrian Clearance		—	10	—	19	—	—	—	—	—	—	—	—	—	—	—	—

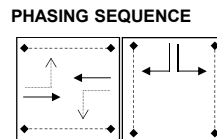
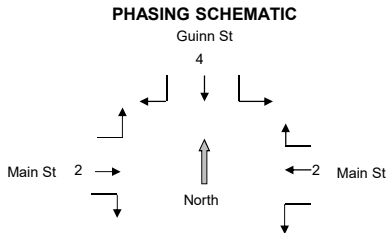
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—
Dual Entry		—	0	—	0	—	—	—	—	—	—	—	—	—	—	—	—
Last Car Passage		—	0	—	0	—	—	—	—	—	—	—	—	—	—	—	—
Conditional Service		—	0	—	0	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Recall		—	1	—	0	—	—	—	—	—	—	—	—	—	—	—	—
No Simultaneous Gap		—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Main St AT Guinn St

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation		FRE	AUT	MAN	-	-	-
Mode		PRM	YLD	PYL	POM	SOM	FAC
Maximum		INH	MX1	MX2	-	-	-
Correction		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)		BEGIN	END OF GREEN				
Force		PLAN	CYCLE TIME				
Max Dwell Time		Time in Seconds					
Yield Period		Time in Seconds					
Manual Pattern (Dial/Split/Offset)		<u>1 / 1 / 1</u>					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length		___	___	___	___	___	___	___	___
Phase 01 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1		___	___	___	___	___	___	___	___
Offset 2		___	___	___	___	___	___	___	___
Offset 3		___	___	___	___	___	___	___	___
Offset Pattern Mode		___	___	___	___	___	___	___	___

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length		___	___	___	___	___	___	___	___
Phase 01 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1		___	___	___	___	___	___	___	___
Offset 2		___	___	___	___	___	___	___	___
Offset 3		___	___	___	___	___	___	___	___
Offset Pattern Mode		___	___	___	___	___	___	___	___

Codes	Phase Mode	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec
		4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase
	Pattern Mode	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act			

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date: _____
Intersection ID: _____ :	<u>Main St</u> AT <u>Pickwick St</u>	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

<u>Basic Times</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		---	7	4	10	4	7	4	10	---	---	---	---	---	---	---	---
Passage Time		---	3.0	2.0	3.0	4.0	3.0	2.0	3.0	---	---	---	---	---	---	---	---
Maximum No 1		---	40	15	35	15	25	15	35	---	---	---	---	---	---	---	---
Maximum No 2		---	50	20	35	15	35	15	40	---	---	---	---	---	---	---	---
Yellow Change		---	4.0	3.5	4.5	3.5	4.0	3.5	4.5	---	---	---	---	---	---	---	---
Red Clearance		---	1.5	2.0	1.5	1.5	1.5	2.0	1.5	---	---	---	---	---	---	---	---

<u>Density Times</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Maximum Initial		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Time B4 Reduction		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Cars B4 Reduction		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Time To Reduce		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Minimum Gap		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

<u>Pedestrian Times</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		---	7	---	7	---	7	---	7	---	---	---	---	---	---	---	---
Pedestrian Clearance		---	18	---	18	---	21	---	5	---	---	---	---	---	---	---	---

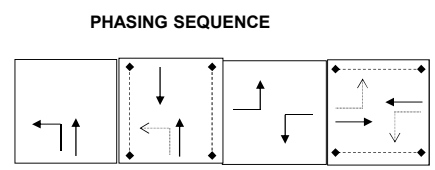
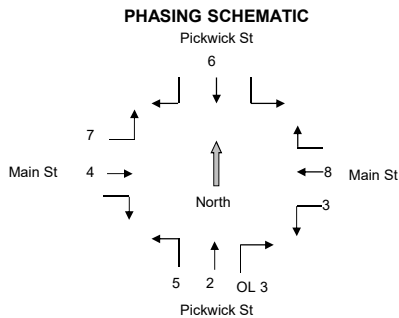
<u>Pedestrian Control</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Extended Pedestrian Clear		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Act Rest In Walk		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

<u>Veh Control</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		---	1	1	0	1	1	1	0	---	---	---	---	---	---	---	---
Dual Entry		---	0	0	1	0	0	0	1	---	---	---	---	---	---	---	---
Last Car Passage		---	0	0	0	0	0	0	0	---	---	---	---	---	---	---	---
Conditional Service		---	0	0	0	0	0	0	0	---	---	---	---	---	---	---	---
Minimum Recall		---	0	0	1	0	0	0	1	---	---	---	---	---	---	---	---
No Simultaneous Gap		---	1	1	0	1	1	1	0	---	---	---	---	---	---	---	---

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Main St AT Pickwick St

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation	:	FRE	AUT	MAN	-	-	-
Mode	:	PRM	YLD	PYL	POM	SOM	FAC
Maximum	:	INH	MX1	MX2	-	-	-
Correction	:	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	:	BEGIN	END OF GREEN				
Force	:	PLAN	CYCLE TIME				
Max Dwell Time	:	Time in Seconds					
Yield Period	:	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	:	1 / 1 / 1					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	:	90							
Phase 01 Time/Mode	:	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	:	39 / 0	/	/	/	/	/	/	/
Phase 03 Time/Mode	:	20 / 0	/	/	/	/	/	/	/
Phase 04 Time/Mode	:	31 / 1	/	/	/	/	/	/	/
Phase 05 Time/Mode	:	14 / 0	/	/	/	/	/	/	/
Phase 06 Time/Mode	:	25 / 0	/	/	/	/	/	/	/
Phase 07 Time/Mode	:	14 / 0	/	/	/	/	/	/	/
Phase 08 Time/Mode	:	37 / 1	/	/	/	/	/	/	/
Offset 1	:	0							
Offset 2	:								
Offset 3	:								
Offset Pattern Mode	:	0							

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length	:			95					
Phase 01 Time/Mode	:	/	/	/	/	/	/	/	/
Phase 02 Time/Mode	:	/	/	50 / 0	/	/	/	/	/
Phase 03 Time/Mode	:	/	/	18 / 0	/	/	/	/	/
Phase 04 Time/Mode	:	/	/	27 / 1	/	/	/	/	/
Phase 05 Time/Mode	:	/	/	14 / 0	/	/	/	/	/
Phase 06 Time/Mode	:	/	/	36 / 0	/	/	/	/	/
Phase 07 Time/Mode	:	/	/	14 / 0	/	/	/	/	/
Phase 08 Time/Mode	:	/	/	31 / 1	/	/	/	/	/
Offset 1	:								
Offset 2	:								
Offset 3	:			0					
Offset Pattern Mode	:			0					

Codes	:							
Phase Mode	:	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec			
	:	4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase			
Pattern Mode	:	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act						

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date: _____
Intersection ID: _____ :	<u>Main St</u> AT <u>Pickwick St</u>	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

<u>Basic Times</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		---	7	4	10	4	7	4	10	---	---	---	---	---	---	---	---
Passage Time		---	3.0	2.0	3.0	4.0	3.0	2.0	3.0	---	---	---	---	---	---	---	---
Maximum No 1		---	40	15	35	15	25	15	35	---	---	---	---	---	---	---	---
Maximum No 2		---	50	20	35	15	35	15	40	---	---	---	---	---	---	---	---
Yellow Change		---	4.0	3.5	4.5	3.5	4.0	3.5	4.5	---	---	---	---	---	---	---	---
Red Clearance		---	1.5	2.0	1.5	1.5	1.5	2.0	1.5	---	---	---	---	---	---	---	---

<u>Density Times</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Maximum Initial		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Time B4 Reduction		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Cars B4 Reduction		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Time To Reduce		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Minimum Gap		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

<u>Pedestrian Times</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		---	7	---	7	---	7	---	7	---	---	---	---	---	---	---	---
Pedestrian Clearance		---	18	---	18	---	21	---	5	---	---	---	---	---	---	---	---

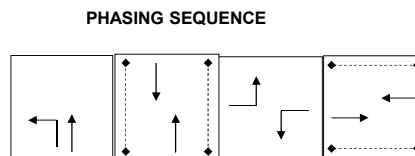
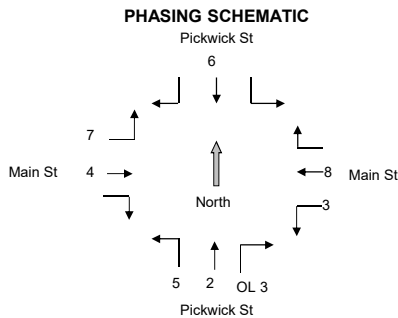
<u>Pedestrian Control</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Extended Pedestrian Clear		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Act Rest In Walk		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

<u>Veh Control</u>	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		---	1	0	0	0	1	0	0	---	---	---	---	---	---	---	---
Dual Entry		---	0	0	1	0	0	0	1	---	---	---	---	---	---	---	---
Last Car Passage		---	0	0	0	0	0	0	0	---	---	---	---	---	---	---	---
Conditional Service		---	0	0	0	0	0	0	0	---	---	---	---	---	---	---	---
Minimum Recall		---	0	0	1	0	0	0	1	---	---	---	---	---	---	---	---
No Simultaneous Gap		---	1	1	0	1	1	1	0	---	---	---	---	---	---	---	---

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Main St AT Pickwick St

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation	:	FRE	AUT	MAN	-	-	-
Mode	:	PRM	YLD	PYL	POM	SOM	FAC
Maximum	:	INH	MX1	MX2	-	-	-
Correction	:	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	:	BEGIN	END OF GREEN				
Force	:	PLAN	CYCLE TIME				
Max Dwell Time	:	Time in Seconds					
Yield Period	:	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	:	1 / 1 / 1					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	:	_____	_____	_____	_____	_____	_____	_____	_____
Phase 01 Time/Mode	:	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 02 Time/Mode	:	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 03 Time/Mode	:	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 04 Time/Mode	:	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 05 Time/Mode	:	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 06 Time/Mode	:	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 07 Time/Mode	:	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 08 Time/Mode	:	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Offset 1	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset 2	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset 3	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset Pattern Mode	:	_____	_____	_____	_____	_____	_____	_____	_____

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length	:	110	_____	_____	_____	120	_____	80	_____
Phase 01 Time/Mode	:	12 /	____/____	____/____	____/____	12 /	____/____	12 /	____/____
Phase 02 Time/Mode	:	53 /	____/____	____/____	____/____	53 /	____/____	32 /	____/____
Phase 03 Time/Mode	:	20 /	____/____	____/____	____/____	24 /	____/____	12 /	____/____
Phase 04 Time/Mode	:	25 /	____/____	____/____	____/____	31 /	____/____	24 /	____/____
Phase 05 Time/Mode	:	12 /	____/____	____/____	____/____	12 /	____/____	12 /	____/____
Phase 06 Time/Mode	:	53 /	____/____	____/____	____/____	53 /	____/____	32 /	____/____
Phase 07 Time/Mode	:	12 /	____/____	____/____	____/____	12 /	____/____	12 /	____/____
Phase 08 Time/Mode	:	33 /	____/____	____/____	____/____	43 /	____/____	24 /	____/____
Offset 1	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset 2	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset 3	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset Pattern Mode	:	_____	_____	_____	_____	_____	_____	_____	_____

Codes

Phase Mode	:	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec
	:	4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase

Pattern Mode : 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: 5/8/2019
Approved By: <u>GJ</u> :		Date:
Intersection ID: _____ :	<u>Water St</u> AT	<u>Hannah Rd</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	4	7	4	10	4	7	—	—	—	—	—	—	—	—
Passage Time		2.5	4.0	2.5	4.0	2.5	4.0	2.5	4.0	—	—	—	—	—	—	—	—
Maximum No 1		15	35	15	30	15	35	15	30	—	—	—	—	—	—	—	—
Maximum No 2		15	40	15	45	15	40	15	45	—	—	—	—	—	—	—	—
Yellow Change		3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5	—	—	—	—	—	—	—	—
Red Clearance		2.0	1.5	1.5	1.5	2.0	1.5	1.5	1.5	—	—	—	—	—	—	—	—

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		—	9	—	7	—	7	—	9	—	—	—	—	—	—	—	—
Pedestrian Clearance		—	16	—	14	—	24	—	14	—	—	—	—	—	—	—	—

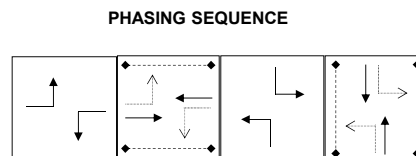
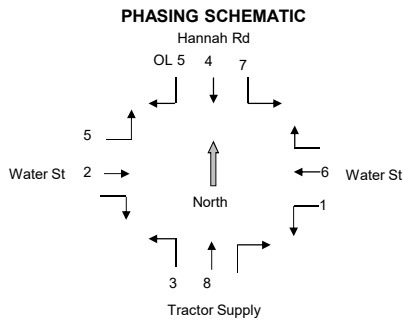
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—
Dual Entry		0	1	0	0	0	1	0	0	—	—	—	—	—	—	—	—
Last Car Passage		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Conditional Service		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Minimum Recall		0	1	0	0	0	1	0	0	—	—	—	—	—	—	—	—
No Simultaneous Gap		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Water St AT Hannah Rd

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation		FRE	AUT	MAN	-	-	-
Mode		PRM	YLD	PYL	POM	SOM	FAC
Maximum		INH	MX1	MX2	-	-	-
Correction		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)		BEGIN	END OF GREEN				
Force		PLAN	CYCLE TIME				
Max Dwell Time		Time in Seconds					
Yield Period		Time in Seconds					
Manual Pattern (Dial/Split/Offset)		<u>1 / 1 / 1</u>					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length		___	___	___	___	___	___	___	___
Phase 01 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1		___	___	___	___	___	___	___	___
Offset 2		___	___	___	___	___	___	___	___
Offset 3		___	___	___	___	___	___	___	___
Offset Pattern Mode		___	___	___	___	___	___	___	___

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length		___	___	___	___	___	___	___	___
Phase 01 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode		___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1		___	___	___	___	___	___	___	___
Offset 2		___	___	___	___	___	___	___	___
Offset 3		___	___	___	___	___	___	___	___
Offset Pattern Mode		___	___	___	___	___	___	___	___

Codes	Phase Mode	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec
		4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase
	Pattern Mode	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act			

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date: _____
Intersection ID: _____ :	<u>Water St</u> AT <u>Bridge Ave/Main St</u>	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10		7		10										
Passage Time		2.0	1.5		2.0		1.5										
Maximum No 1		15	40		30		55										
Maximum No 2		15	45		40		60										
Yellow Change		3.5	4.5		3.5		4.5										
Red Clearance		2.0	1.5		2.0		1.5										

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Maximum Initial		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Time B4 Reduction		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Cars B4 Reduction		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Time To Reduce		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Minimum Gap		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		---	8	---	8	---	---	---	---	---	---	---	---	---	---	---	---
Pedestrian Clearance		---	15	---	19	---	---	---	---	---	---	---	---	---	---	---	---

Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Extended Pedestrian Clear		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Act Rest In Walk		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

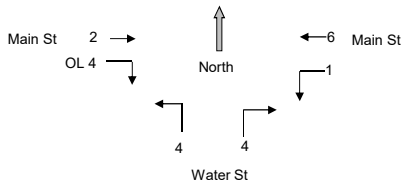
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

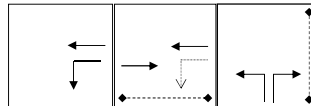
Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	---	1	---	0	---	---	---	---	---	---	---	---	---	---
Dual Entry		0	1	---	0	---	1	---	---	---	---	---	---	---	---	---	---
Last Car Passage		0	0	---	0	---	0	---	---	---	---	---	---	---	---	---	---
Conditional Service		0	0	---	0	---	0	---	---	---	---	---	---	---	---	---	---
Minimum Recall		0	1	---	0	---	1	---	---	---	---	---	---	---	---	---	---
No Simultaneous Gap		0	0	---	0	---	0	---	---	---	---	---	---	---	---	---	---

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



COORDINATION AND OPERATION

Intersection ID: 0 Water St AT Bridge Ave/Main St

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation	:	1	FRE	AUT	MAN	-	-
Mode	:	0	PRM	YLD	PYL	POM	SOM
Maximum	:	0	INH	MX1	MX2	-	-
Correction	:	2	DW	MDW	SWY	SW+	-
Offset (?? Of Green)	:	1	BEGIN	END OF GREEN			
Force	:	1	PLAN	CYCLE TIME			
Max Dwell Time	:	0	Time in Seconds				
Yield Period	:	0	Time in Seconds				
Manual Pattern (Dial/Split/Offset)	:	1 / 1 / 1					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	:	___	___	___	___	___	___	___	___
Phase 01 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1	:	___	___	___	___	___	___	___	___
Offset 2	:	___	___	___	___	___	___	___	___
Offset 3	:	___	___	___	___	___	___	___	___
Offset Pattern Mode	:	___	___	___	___	___	___	___	___

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length	:	___	___	___	___	___	___	___	___
Phase 01 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode	:	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1	:	___	___	___	___	___	___	___	___
Offset 2	:	___	___	___	___	___	___	___	___
Offset 3	:	___	___	___	___	___	___	___	___
Offset Pattern Mode	:	___	___	___	___	___	___	___	___

Codes	:	0 - Actuated		1 - Coord Phase		2 - Min Rec		3 - Max Rec	
Phase Mode	:	4 - Ped Rec		5 - Max+Ped Recall		6 - Phase Omitted		7 - Dual Coord Phase	
Pattern Mode	:	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act							

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



TIME OF DAY PROGRAMMING

Intersection: Water St AT Bridge Ave/Main St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
 DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
 Month = 01 to 12 (Begin < End)
 Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
 00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

<u>2</u>	=	<u>3</u>	<u>4</u>	<u>5</u>	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___

DAY EQUATES: Care Must Be Used To Insure Days Are Not
 Equated To Undefined Days Or Days That Are Equated To
 Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY		PATTERN	TRAFFIC EVENT FUNCTIONS		OMIT PHASE(S)
	HH	MM		MAX II PHASE(S)		
<u>1</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>1</u>	<u>11</u>	<u>00</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>1</u>	<u>15</u>	<u>30</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>2</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>2</u>	<u>06</u>	<u>45</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>2</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>6</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>6</u>	<u>06</u>	<u>45</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>6</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>7</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>7</u>	<u>10</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>7</u>	<u>16</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___

REFERENCE DATA:
 PDAY - 01-99 Program Day
 HH:MM - 24 Hour Clock
 PATTERN : (D/S/O)
 Flash - 5 / 5 / 0
 Free - 0 / 0 / 4
 MAX 2 & OMITs: Call Free, Set
 Pattern To 0 / 0 / 0



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date: _____
Intersection ID: _____ :	<u>Water St</u> AT <u>Pickwick St</u>	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	4	10	4	10	4	10	—	—	—	—	—	—	—	—
Passage Time		2.5	4.0	2.5	4.0	2.5	4.0	2.5	4.0	—	—	—	—	—	—	—	—
Maximum No 1		15	35	15	30	15	35	15	30	—	—	—	—	—	—	—	—
Maximum No 2		15	40	15	40	20	35	15	40	—	—	—	—	—	—	—	—
Yellow Change		3.5	4.5	3.5	4.0	3.5	4.5	3.5	4.0	—	—	—	—	—	—	—	—
Red Clearance		1.5	1.5	2.0	2.0	1.5	1.5	2.0	2.0	—	—	—	—	—	—	—	—

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		—	7	—	7	—	7	—	7	—	—	—	—	—	—	—	—
Pedestrian Clearance		—	23	—	25	—	16	—	22	—	—	—	—	—	—	—	—

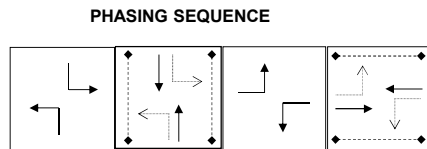
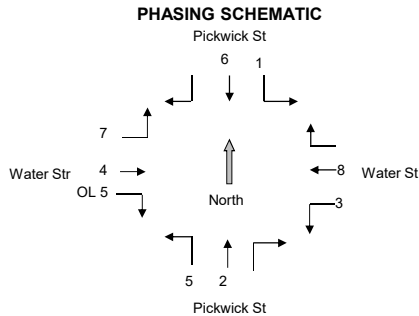
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—
Dual Entry		0	1	0	1	0	1	0	1	—	—	—	—	—	—	—	—
Last Car Passage		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Conditional Service		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Minimum Recall		0	1	0	0	0	1	0	0	—	—	—	—	—	—	—	—
No Simultaneous Gap		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Water St AT Pickwick St

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation	:	FRE	AUT	MAN	-	-	-
Mode	:	PRM	YLD	PYL	POM	SOM	FAC
Maximum	:	INH	MX1	MX2	-	-	-
Correction	:	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	:	BEGIN	END OF GREEN				
Force	:	PLAN	CYCLE TIME				
Max Dwell Time	:	Time in Seconds					
Yield Period	:	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	:	1 / 1 / 1					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	:	90	___	___	___	___	___	___	___
Phase 01 Time/Mode	:	14 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 02 Time/Mode	:	41 / 1	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 03 Time/Mode	:	15 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 04 Time/Mode	:	20 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 05 Time/Mode	:	17 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 06 Time/Mode	:	38 / 1	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 07 Time/Mode	:	15 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 08 Time/Mode	:	20 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Offset 1	:	53	___	___	___	___	___	___	___
Offset 2	:	___	___	___	___	___	___	___	___
Offset 3	:	___	___	___	___	___	___	___	___
Offset Pattern Mode	:	0	___	___	___	___	___	___	___

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length	:	___	___	95	___	___	___	___	___
Phase 01 Time/Mode	:	___ / ___	___ / ___	14 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 02 Time/Mode	:	___ / ___	___ / ___	42 / 1	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 03 Time/Mode	:	___ / ___	___ / ___	14 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 04 Time/Mode	:	___ / ___	___ / ___	25 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 05 Time/Mode	:	___ / ___	___ / ___	17 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 06 Time/Mode	:	___ / ___	___ / ___	39 / 1	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 07 Time/Mode	:	___ / ___	___ / ___	14 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Phase 08 Time/Mode	:	___ / ___	___ / ___	25 / 0	___ / ___	___ / ___	___ / ___	___ / ___	___ / ___
Offset 1	:	___	___	___	___	___	___	___	___
Offset 2	:	___	___	___	___	___	___	___	___
Offset 3	:	___	___	45	___	___	___	___	___
Offset Pattern Mode	:	___	___	0	___	___	___	___	___

Codes	:							
Phase Mode	:	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec			
	:	4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase			
Pattern Mode	:	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act						

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



TIME OF DAY PROGRAMMING

Intersection: Water St AT Pickwick St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
 DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
 Month = 01 to 12 (Begin < End)
 Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
 00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

<u>2</u>	=	<u>3</u>	<u>4</u>	<u>5</u>	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____

DAY EQUATES: Care Must Be Used To Insure Days Are Not
 Equated To Undefined Days Or Days That Are Equated To
 Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY		PATTERN	TRAFFIC EVENT FUNCTIONS		OMIT PHASE(S)
	HH	MM		MAX II PHASE(S)		
<u>1</u>	<u>00</u>	<u>: 00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>1</u>	<u>11</u>	<u>: 00</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>1</u>	<u>15</u>	<u>: 30</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>2</u>	<u>00</u>	<u>: 00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>2</u>	<u>06</u>	<u>: 45</u>	<u>1 / 1 / 1</u>	AM peak - 90 Sec		_____
<u>2</u>	<u>08</u>	<u>: 15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>14</u>	<u>: 45</u>	<u>3 / 3 / 3</u>	PM peak - 95 Sec		_____
<u>2</u>	<u>17</u>	<u>: 30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>19</u>	<u>: 00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>6</u>	<u>00</u>	<u>: 00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>6</u>	<u>06</u>	<u>: 45</u>	<u>1 / 1 / 1</u>	AM peak - 90 Sec		_____
<u>6</u>	<u>08</u>	<u>: 15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>14</u>	<u>: 45</u>	<u>3 / 3 / 3</u>	PM peak - 95 Sec		_____
<u>6</u>	<u>17</u>	<u>: 30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>19</u>	<u>: 00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>7</u>	<u>00</u>	<u>: 00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>7</u>	<u>10</u>	<u>: 30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>7</u>	<u>15</u>	<u>: 30</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____

REFERENCE DATA:
 PDAY - 01-99 Program Day
 HH:MM - 24 Hour Clock
 PATTERN : (D/S/O)
 Flash - 5 / 5 / 0
 Free - 0 / 0 / 4
 MAX 2 & OMITTS: Call Free, Set
 Pattern To 0 / 0 / 0



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: 5/8/2019
Approved By: <u>GJ</u> :		Date:
Intersection ID: _____ :	<u>Water St</u> AT <u>Pickwick St</u>	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	4	10	4	10	4	10	—	—	—	—	—	—	—	—
Passage Time		2.5	4.0	2.5	4.0	2.5	4.0	2.5	4.0	—	—	—	—	—	—	—	—
Maximum No 1		15	35	15	30	15	35	15	30	—	—	—	—	—	—	—	—
Maximum No 2		15	40	15	40	20	35	15	40	—	—	—	—	—	—	—	—
Yellow Change		3.5	4.5	3.5	4.0	3.5	4.5	3.5	4.0	—	—	—	—	—	—	—	—
Red Clearance		1.5	1.5	2.0	2.0	1.5	1.5	2.0	2.0	—	—	—	—	—	—	—	—

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		—	7	—	7	—	7	—	7	—	—	—	—	—	—	—	—
Pedestrian Clearance		—	23	—	25	—	16	—	22	—	—	—	—	—	—	—	—

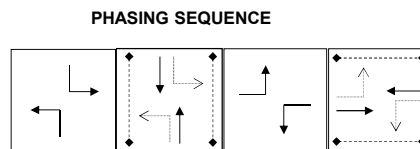
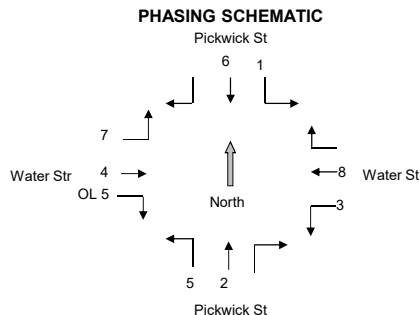
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—
Dual Entry		0	1	0	1	0	1	0	1	—	—	—	—	—	—	—	—
Last Car Passage		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Conditional Service		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Minimum Recall		0	1	0	0	0	1	0	0	—	—	—	—	—	—	—	—
No Simultaneous Gap		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Water St AT Pickwick St

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	.....		FRE	AUT	MAN	-	-	-
Mode	.....		PRM	YLD	PYL	POM	SOM	FAC
Maximum	.....		INH	MX1	MX2	-	-	-
Correction	.....		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	.....		BEGIN	END OF GREEN				
Force	.....		PLAN	CYCLE TIME				
Max Dwell Time	.....			Time in Seconds				
Yield Period	.....			Time in Seconds				
Manual Pattern (Dial/Split/Offset)	.....		1 / 1 / 1					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	.....	_____	_____	_____	_____	_____	_____	_____	_____
Phase 01 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 02 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 03 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 04 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 05 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 06 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 07 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 08 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Offset 1	.....	_____	_____	_____	_____	_____	_____	_____	_____
Offset 2	.....	_____	_____	_____	_____	_____	_____	_____	_____
Offset 3	.....	_____	_____	_____	_____	_____	_____	_____	_____
Offset Pattern Mode	.....	_____	_____	_____	_____	_____	_____	_____	_____

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length	.....	_____	_____	_____	_____	_____	_____	_____	_____
Phase 01 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 02 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 03 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 04 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 05 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 06 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 07 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Phase 08 Time/Mode	.....	____/____	____/____	____/____	____/____	____/____	____/____	____/____	____/____
Offset 1	.....	_____	_____	_____	_____	_____	_____	_____	_____
Offset 2	.....	_____	_____	_____	_____	_____	_____	_____	_____
Offset 3	.....	_____	_____	_____	_____	_____	_____	_____	_____
Offset Pattern Mode	.....	_____	_____	_____	_____	_____	_____	_____	_____

Codes							
Phase Mode	.....	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec		
		4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase		
Pattern Mode	.....	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act					

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

10 SECOND PHASE DELAY ON PHASE 4

Prepared By: <u>TT</u>	Neel-Schaffer, Inc	Date: 5/8/2019	
Approved By: <u>GJ</u>		Date:	
Intersection ID: _____	<u>Wayne Rd</u>	AT	<u>Bell Ln</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	7	4	4	10										
Passage Time		2.5	4.0	3.0	3.0	2.5	4.0										
Maximum No 1		15	40	25	15	15	40										
Maximum No 2		15	45	30	15	20	45										
Yellow Change		3.5	4.5	4.0	4.5	3.5	4.5										
Red Clearance		2.5	1.5	2.0	2.5	2.5	1.5										

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																	
Maximum Initial																	
Time B4 Reduction																	
Cars B4 Reduction																	
Time To Reduce																	
Minimum Gap																	

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																	
Pedestrian Clearance																	

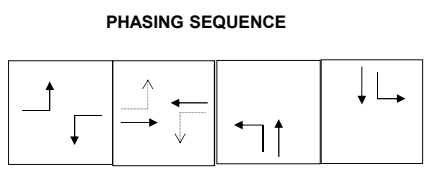
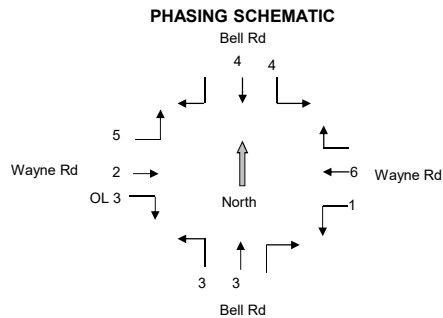
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																	
Extended Pedestrian Clear																	
Act Rest In Walk																	

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	1	1	0										
Dual Entry		0	1	0	0	0	1										
Last Car Passage		0	0	0	0	0	0										
Conditional Service		0	0	0	0	0	0										
Maximum Recall		0	1	0	0	0	1										
No Simultaneous Gap		0	0	0	0	0	0										

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Wayne Rd AT Bell Ln

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation	:	FRE	AUT	MAN	-	-	-
Mode	:	PRM	YLD	PYL	POM	SOM	FAC
Maximum	:	INH	MX1	MX2	-	-	-
Correction	:	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	:	BEGIN	END OF GREEN				
Force	:	PLAN	CYCLE TIME				
Max Dwell Time	:	Time in Seconds					
Yield Period	:	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	:	<u>1 / 1 / 1</u>					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	:	<u>100</u>	_____	_____	_____	_____	<u>105</u>	_____	_____
Phase 01 Time/Mode	:	<u>15 / 0</u>	_____/	_____/	_____/	_____/	<u>15 / 0</u>	_____/	_____/
Phase 02 Time/Mode	:	<u>50 / 1</u>	_____/	_____/	_____/	_____/	<u>50 / 1</u>	_____/	_____/
Phase 03 Time/Mode	:	<u>20 / 0</u>	_____/	_____/	_____/	_____/	<u>25 / 0</u>	_____/	_____/
Phase 04 Time/Mode	:	<u>15 / 0</u>	_____/	_____/	_____/	_____/	<u>15 / 0</u>	_____/	_____/
Phase 05 Time/Mode	:	<u>15 / 0</u>	_____/	_____/	_____/	_____/	<u>15 / 0</u>	_____/	_____/
Phase 06 Time/Mode	:	<u>50 / 1</u>	_____/	_____/	_____/	_____/	<u>50 / 1</u>	_____/	_____/
Phase 07 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 08 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Offset 1	:	<u>0</u>	_____	_____	_____	_____	_____	_____	_____
Offset 2	:	_____	_____	_____	_____	_____	<u>15</u>	_____	_____
Offset 3	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset Pattern Mode	:	<u>0</u>	_____	_____	_____	_____	<u>0</u>	_____	_____

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length	:	_____	_____	<u>105</u>	_____	_____	_____	_____	_____
Phase 01 Time/Mode	:	_____/	_____/	<u>15 / 0</u>	_____/	_____/	_____/	_____/	_____/
Phase 02 Time/Mode	:	_____/	_____/	<u>45 / 1</u>	_____/	_____/	_____/	_____/	_____/
Phase 03 Time/Mode	:	_____/	_____/	<u>30 / 0</u>	_____/	_____/	_____/	_____/	_____/
Phase 04 Time/Mode	:	_____/	_____/	<u>15 / 0</u>	_____/	_____/	_____/	_____/	_____/
Phase 05 Time/Mode	:	_____/	_____/	<u>15 / 0</u>	_____/	_____/	_____/	_____/	_____/
Phase 06 Time/Mode	:	_____/	_____/	<u>45 / 1</u>	_____/	_____/	_____/	_____/	_____/
Phase 07 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 08 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Offset 1	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset 2	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset 3	:	_____	_____	<u>95</u>	_____	_____	_____	_____	_____
Offset Pattern Mode	:	_____	_____	<u>0</u>	_____	_____	_____	_____	_____

Codes

Phase Mode	:	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec
	:	4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase

Pattern Mode : 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



TIME OF DAY PROGRAMMING

Intersection: Wayne Rd AT Bell Ln

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
 DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
 Month = 01 to 12 (Begin < End)
 Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
 00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

<u>2</u>	=	<u>3</u>	<u>4</u>	<u>5</u>	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____

DAY EQUATES: Care Must Be Used To Insure Days Are Not
 Equated To Undefined Days Or Days That Are Equated To
 Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY		PATTERN	TRAFFIC EVENT FUNCTIONS		OMIT PHASE(S)
	HH	MM		MAX II PHASE(S)		
<u>1</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>1</u>	<u>11</u>	<u>00</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>1</u>	<u>15</u>	<u>30</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>2</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>2</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 100 Sec		_____
<u>2</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>10</u>	<u>45</u>	<u>2 / 2 / 2</u>	MD peak - 105 Sec		_____
<u>2</u>	<u>13</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 105 Sec		_____
<u>2</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>6</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>6</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 100 Sec		_____
<u>6</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>10</u>	<u>45</u>	<u>2 / 2 / 2</u>	MD peak - 105 Sec		_____
<u>6</u>	<u>13</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 105 Sec		_____
<u>6</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>7</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>7</u>	<u>10</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>7</u>	<u>16</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____

REFERENCE DATA:
 PDAY - 01-99 Program Day
 HH:MM - 24 Hour Clock
 PATTERN : (D/S/O)
 Flash - 5 / 5 / 0
 Free - 0 / 0 / 4
 MAX 2 & OMITTS: Call Free, Set
 Pattern To 0 / 0 / 0



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date:
Intersection ID: _____ :	<u>Wayne Rd</u> AT _____	<u>Harbert Dr</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	7	—	—	—	—	—	—	—	—	—	—	—	—	—
Passage Time		2.5	4.0	3.0	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum No 1		15	30	15	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum No 2		15	40	20	—	—	—	—	—	—	—	—	—	—	—	—	—
Yellow Change		3.5	4.5	3.5	—	—	—	—	—	—	—	—	—	—	—	—	—
Red Clearance		1.5	1.5	1.5	—	—	—	—	—	—	—	—	—	—	—	—	—

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pedestrian Clearance		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

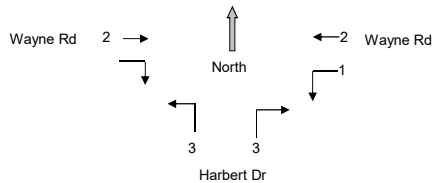
Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

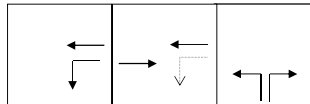
Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Dual Entry		0	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Last Car Passage		0	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Conditional Service		0	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Recall		0	1	0	—	—	—	—	—	—	—	—	—	—	—	—	—
No Simultaneous Gap		1	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—

Vehicle Control Entry : "1" = Yes & "0" = No

PHASING SCHEMATIC



PHASING SEQUENCE



COORDINATION AND OPERATION

Intersection ID: 0 Wayne Rd AT Harbert Dr

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation		FRE	AUT	MAN	-	-	-
Mode		PRM	YLD	PYL	POM	SOM	FAC
Maximum		INH	MX1	MX2	-	-	-
Correction		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)		BEGIN	END OF GREEN				
Force		PLAN	CYCLE TIME				
Max Dwell Time		Time in Seconds					
Yield Period		Time in Seconds					
Manual Pattern (Dial/Split/Offset)		<u>1 / 1 / 1</u>					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length		<u>100</u>					<u>105</u>		
Phase 01 Time/Mode		<u>15 / 0</u>					<u>15 / 0</u>		
Phase 02 Time/Mode		<u>65 / 1</u>					<u>65 / 1</u>		
Phase 03 Time/Mode		<u>20 / 0</u>					<u>25 / 0</u>		
Phase 04 Time/Mode									
Phase 05 Time/Mode									
Phase 06 Time/Mode									
Phase 07 Time/Mode									
Phase 08 Time/Mode									
Offset 1		<u>81</u>							
Offset 2							<u>52</u>		
Offset 3									
Offset Pattern Mode		<u>0</u>					<u>0</u>		

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length				<u>105</u>					
Phase 01 Time/Mode				<u>15 / 0</u>					
Phase 02 Time/Mode				<u>65 / 1</u>					
Phase 03 Time/Mode				<u>25 / 0</u>					
Phase 04 Time/Mode									
Phase 05 Time/Mode									
Phase 06 Time/Mode									
Phase 07 Time/Mode									
Phase 08 Time/Mode									
Offset 1									
Offset 2									
Offset 3				<u>58</u>					
Offset Pattern Mode				<u>0</u>					

Codes							
Phase Mode		0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec		
		4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase		
Pattern Mode		0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act					

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



TIME OF DAY PROGRAMMING

Intersection: Wayne Rd AT Harbert Dr

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
 DST: END MONTH 11 WEEK 1

DST: Daylight Savings Tim
 Month = 01 to 12 (Begin < End)
 Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
 00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

<u>2</u>	=	<u>3</u>	<u>4</u>	<u>5</u>	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___

DAY EQUATES: Care Must Be Used To Insure Days Are Not
 Equated To Undefined Days Or Days That Are Equated To
 Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY		PATTERN	TRAFFIC EVENT FUNCTIONS		OMIT PHASE(S)
	HH	MM		MAX II PHASE(S)		
<u>1</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>1</u>	<u>11</u>	<u>00</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>1</u>	<u>15</u>	<u>30</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>2</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>2</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 100 Sec		___
<u>2</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>2</u>	<u>10</u>	<u>45</u>	<u>2 / 2 / 2</u>	MD peak - 105 Sec		___
<u>2</u>	<u>13</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>2</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 105 Sec		___
<u>2</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>2</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>6</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>6</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 100 Sec		___
<u>6</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>6</u>	<u>10</u>	<u>45</u>	<u>2 / 2 / 2</u>	MD peak - 105 Sec		___
<u>6</u>	<u>13</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>6</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 105 Sec		___
<u>6</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>6</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>7</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>7</u>	<u>10</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>7</u>	<u>16</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___

REFERENCE DATA:
 PDAY - 01-99 Program Day
 HH:MM - 24 Hour Clock
 PATTERN : (D/S/O)
 Flash - 5 / 5 / 0
 Free - 0 / 0 / 4
 MAX 2 & OMITTS: Call Free, Set
 Pattern To 0 / 0 / 0



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date:
Intersection ID: _____ :	<u>Wayne Rd</u> AT _____	<u>King St</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	7	—	—	—	—	—	—	—	—	—	—	—	—	—
Passage Time		2.5	4.0	3.0	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum No 1		15	30	15	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum No 2		15	40	20	—	—	—	—	—	—	—	—	—	—	—	—	—
Yellow Change		3.5	4.5	4.5	—	—	—	—	—	—	—	—	—	—	—	—	—
Red Clearance		1.5	1.5	1.5	—	—	—	—	—	—	—	—	—	—	—	—	—

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pedestrian Clearance		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

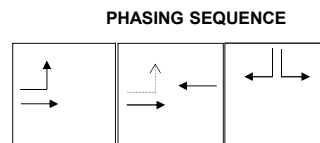
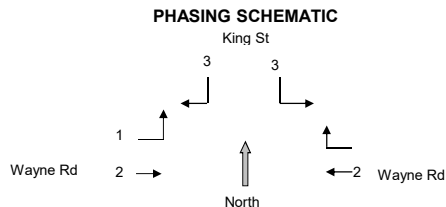
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Dual Entry		0	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Last Car Passage		0	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Conditional Service		0	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Recall		0	1	0	—	—	—	—	—	—	—	—	—	—	—	—	—
No Simultaneous Gap		1	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Wayne Rd AT King St

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation	:	FRE	AUT	MAN	-	-	-
Mode	:	PRM	YLD	PYL	POM	SOM	FAC
Maximum	:	INH	MX1	MX2	-	-	-
Correction	:	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	:	BEGIN	END OF GREEN				
Force	:	PLAN	CYCLE TIME				
Max Dwell Time	:	Time in Seconds					
Yield Period	:	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	:	<u>1 / 1 / 1</u>					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	:	<u>100</u>	_____	_____	_____	_____	<u>105</u>	_____	_____
Phase 01 Time/Mode	:	<u>15 / 0</u>	_____/	_____/	_____/	_____/	<u>15 / 0</u>	_____/	_____/
Phase 02 Time/Mode	:	<u>60 / 1</u>	_____/	_____/	_____/	_____/	<u>62 / 1</u>	_____/	_____/
Phase 03 Time/Mode	:	<u>25 / 0</u>	_____/	_____/	_____/	_____/	<u>28 / 0</u>	_____/	_____/
Phase 04 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 05 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 06 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 07 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 08 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Offset 1	:	<u>13</u>	_____	_____	_____	_____	_____	_____	_____
Offset 2	:	_____	_____	_____	_____	_____	<u>92</u>	_____	_____
Offset 3	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset Pattern Mode	:	<u>0</u>	_____	_____	_____	_____	<u>0</u>	_____	_____

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length	:	_____	_____	<u>105</u>	_____	_____	_____	_____	_____
Phase 01 Time/Mode	:	_____/	_____/	<u>15 / 0</u>	_____/	_____/	_____/	_____/	_____/
Phase 02 Time/Mode	:	_____/	_____/	<u>60 / 1</u>	_____/	_____/	_____/	_____/	_____/
Phase 03 Time/Mode	:	_____/	_____/	<u>30 / 0</u>	_____/	_____/	_____/	_____/	_____/
Phase 04 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 05 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 06 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 07 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Phase 08 Time/Mode	:	_____/	_____/	_____/	_____/	_____/	_____/	_____/	_____/
Offset 1	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset 2	:	_____	_____	_____	_____	_____	_____	_____	_____
Offset 3	:	_____	_____	<u>10</u>	_____	_____	_____	_____	_____
Offset Pattern Mode	:	_____	_____	<u>0</u>	_____	_____	_____	_____	_____

Codes

Phase Mode	:	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec
	:	4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase

Pattern Mode : 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



TIME OF DAY PROGRAMMING

Intersection: Wayne Rd AT King St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
 DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
 Month = 01 to 12 (Begin < End)
 Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
 00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

<u>2</u>	=	<u>3</u>	<u>4</u>	<u>5</u>	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____

DAY EQUATES: Care Must Be Used To Insure Days Are Not
 Equated To Undefined Days Or Days That Are Equated To
 Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY		PATTERN	TRAFFIC EVENT FUNCTIONS		OMIT PHASE(S)
	HH	MM		MAX II PHASE(S)		
<u>1</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>1</u>	<u>11</u>	<u>00</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>1</u>	<u>15</u>	<u>30</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>2</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>2</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 100 Sec		_____
<u>2</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>10</u>	<u>45</u>	<u>2 / 2 / 2</u>	MD peak - 105 Sec		_____
<u>2</u>	<u>13</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 105 Sec		_____
<u>2</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>6</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>6</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 100 Sec		_____
<u>6</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>10</u>	<u>45</u>	<u>2 / 2 / 2</u>	MD peak - 105 Sec		_____
<u>6</u>	<u>13</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 105 Sec		_____
<u>6</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>7</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>7</u>	<u>10</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>7</u>	<u>16</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____

REFERENCE DATA:
 PDAY - 01-99 Program Day
 HH:MM - 24 Hour Clock
 PATTERN : (D/S/O)
 Flash - 5 / 5 / 0
 Free - 0 / 0 / 4
 MAX 2 & OMITTS: Call Free, Set
 Pattern To 0 / 0 / 0



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: 5/8/2019
Approved By: <u>GJ</u> :		Date:
Intersection ID: _____ :	<u>Wayne Rd</u> AT _____	<u>Main St</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	4	7	7	10	4	7	—	—	—	—	—	—	—	—
Passage Time		2.5	4.0	2.5	3.0	3.5	4.0	2.5	3.0	—	—	—	—	—	—	—	—
Maximum No 1		15	25	15	30	30	25	15	30	—	—	—	—	—	—	—	—
Maximum No 2		15	55	15	40	35	35	15	40	—	—	—	—	—	—	—	—
Yellow Change		3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5	—	—	—	—	—	—	—	—
Red Clearance		2.5	1.5	2.0	1.5	2.5	1.5	2.0	1.5	—	—	—	—	—	—	—	—

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		—	9	—	12	—	—	—	7	—	—	—	—	—	—	—	—
Pedestrian Clearance		—	21	—	21	—	—	—	22	—	—	—	—	—	—	—	—

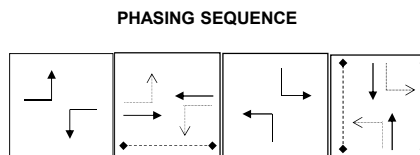
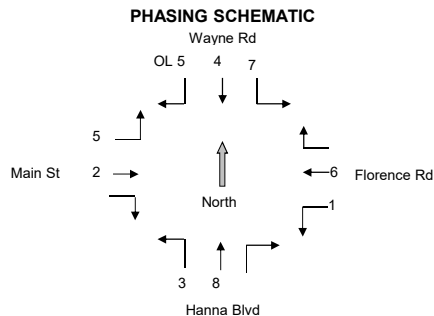
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—
Dual Entry		0	1	0	1	0	1	0	1	—	—	—	—	—	—	—	—
Last Car Passage		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Conditional Service		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
No Simultaneous Gap		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Wayne Rd AT Main St

COORD DATA MODE

Control	Codes:	0	1	2	3	4	5
Operation	:	FRE	AUT	MAN	-	-	-
Mode	:	PRM	YLD	PYL	POM	SOM	FAC
Maximum	:	INH	MX1	MX2	-	-	-
Correction	:	DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	:	BEGIN	END OF GREEN				
Force	:	PLAN	CYCLE TIME				
Max Dwell Time	:	Time in Seconds					
Yield Period	:	Time in Seconds					
Manual Pattern (Dial/Split/Offset)	:	1 / 1 / 1					

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	:	90							
Phase 01 Time/Mode	:	14 / 0	/	/	/	/		/	/
Phase 02 Time/Mode	:	35 / 1	/	/	/	/		/	/
Phase 03 Time/Mode	:	14 / 0	/	/	/	/		/	/
Phase 04 Time/Mode	:	27 / 0	/	/	/	/		/	/
Phase 05 Time/Mode	:	20 / 2	/	/	/	/		/	/
Phase 06 Time/Mode	:	29 / 1	/	/	/	/		/	/
Phase 07 Time/Mode	:	16 / 0	/	/	/	/		/	/
Phase 08 Time/Mode	:	25 / 0	/	/	/	/		/	/
Offset 1	:	32							
Offset 2	:								
Offset 3	:								
Offset Pattern Mode	:	0							

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length	:			95					
Phase 01 Time/Mode	:	/	/	14 / 0	/	/	/	/	/
Phase 02 Time/Mode	:	/	/	36 / 1	/	/	/	/	/
Phase 03 Time/Mode	:	/	/	14 / 0	/	/	/	/	/
Phase 04 Time/Mode	:	/	/	31 / 0	/	/	/	/	/
Phase 05 Time/Mode	:	/	/	22 / 2	/	/	/	/	/
Phase 06 Time/Mode	:	/	/	28 / 1	/	/	/	/	/
Phase 07 Time/Mode	:	/	/	16 / 0	/	/	/	/	/
Phase 08 Time/Mode	:	/	/	29 / 0	/	/	/	/	/
Offset 1	:								
Offset 2	:								
Offset 3	:			92					
Offset Pattern Mode	:			0					

Codes	:							
Phase Mode	:	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec			
	:	4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase			
Pattern Mode	:	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act						

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



TIME OF DAY PROGRAMMING

Intersection: Wayne Rd AT Main St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
 DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
 Month = 01 to 12 (Begin < End)
 Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
 00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

<u>2</u>	=	<u>3</u>	<u>4</u>	<u>5</u>	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____
_____	=	_____	_____	_____	_____	_____	_____	_____

DAY EQUATES: Care Must Be Used To Insure Days Are Not
 Equated To Undefined Days Or Days That Are Equated To
 Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY		PATTERN	TRAFFIC EVENT FUNCTIONS		OMIT PHASE(S)
	HH	MM		MAX II PHASE(S)		
<u>1</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>1</u>	<u>11</u>	<u>00</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>1</u>	<u>15</u>	<u>30</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>2</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>2</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 90 Sec		_____
<u>2</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 95 Sec		_____
<u>2</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>2</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>6</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>6</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 90 Sec		_____
<u>6</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 95 Sec		_____
<u>6</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>6</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
<u>7</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		_____
<u>7</u>	<u>10</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		_____
<u>7</u>	<u>15</u>	<u>30</u>	<u>0 / 0 / 4</u>	Free		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____
_____	_____	_____	_____	_____		_____

REFERENCE DATA:
 PDAY - 01-99 Program Day
 HH:MM - 24 Hour Clock
 PATTERN : (D/S/O)
 Flash - 5 / 5 / 0
 Free - 0 / 0 / 4
 MAX 2 & OMITTS: Call Free, Set
 Pattern To 0 / 0 / 0



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date: _____
Intersection ID: _____ :	<u>Wayne Rd</u> AT <u>Main St</u>	

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	4	7	7	10	4	7	—	—	—	—	—	—	—	—
Passage Time		2.5	4.0	2.5	3.0	3.5	4.0	2.5	3.0	—	—	—	—	—	—	—	—
Maximum No 1		15	25	15	30	30	25	15	30	—	—	—	—	—	—	—	—
Maximum No 2		15	55	15	40	35	35	15	40	—	—	—	—	—	—	—	—
Yellow Change		3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5	—	—	—	—	—	—	—	—
Red Clearance		2.5	1.5	2.0	1.5	2.5	1.5	2.0	1.5	—	—	—	—	—	—	—	—

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		—	9	—	12	—	—	—	7	—	—	—	—	—	—	—	—
Pedestrian Clearance		—	21	—	21	—	—	—	22	—	—	—	—	—	—	—	—

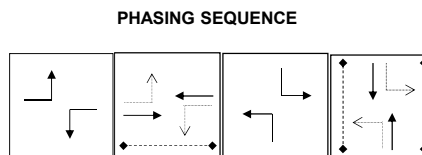
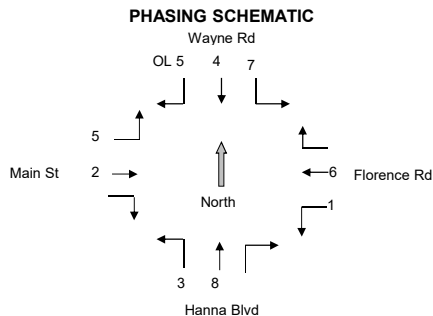
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—
Dual Entry		0	1	0	1	0	1	0	1	—	—	—	—	—	—	—	—
Last Car Passage		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Conditional Service		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
No Simultaneous Gap		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Wayne Rd AT Main St

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	..... : <u>1</u>		FRE	AUT	MAN	-	-	-
Mode	..... : <u>0</u>		PRM	YLD	PYL	POM	SOM	FAC
Maximum	..... : <u>0</u>		INH	MX1	MX2	-	-	-
Correction	..... : <u>2</u>		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	..... : <u>1</u>		BEGIN	END OF GREEN				
Force	..... : <u>1</u>		PLAN	CYCLE TIME				
Max Dwell Time	..... : <u>0</u>		Time in Seconds					
Yield Period	..... : <u>0</u>		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	<u>1 / 1 / 1</u>							

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length :	___	___	___	___	___	___	___	___
Phase 01 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1 :	___	___	___	___	___	___	___	___
Offset 2 :	___	___	___	___	___	___	___	___
Offset 3 :	___	___	___	___	___	___	___	___
Offset Pattern Mode :	___	___	___	___	___	___	___	___

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length :	___	___	___	___	___	___	___	___
Phase 01 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 02 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 03 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 04 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 05 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 06 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 07 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Phase 08 Time/Mode :	___/___	___/___	___/___	___/___	___/___	___/___	___/___	___/___
Offset 1 :	___	___	___	___	___	___	___	___
Offset 2 :	___	___	___	___	___	___	___	___
Offset 3 :	___	___	___	___	___	___	___	___
Offset Pattern Mode :	___	___	___	___	___	___	___	___

Codes :				
Phase Mode	..... :	0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec
	..... :	4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase
Pattern Mode	..... :	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act			

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



TIME OF DAY PROGRAMMING

Intersection: Wayne Rd AT Main St

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
 DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
 Month = 01 to 12 (Begin < End)
 Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
 00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

<u>2</u>	=	<u>3</u>	<u>4</u>	<u>5</u>	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___

DAY EQUATES: Care Must Be Used To Insure Days Are Not
 Equated To Undefined Days Or Days That Are Equated To
 Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY		PATTERN	TRAFFIC EVENT FUNCTIONS		OMIT PHASE(S)
	HH	MM		MAX II PHASE(S)		
<u>1</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>1</u>	<u>11</u>	<u>00</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>1</u>	<u>15</u>	<u>30</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>2</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>2</u>	<u>06</u>	<u>45</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>2</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>6</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>6</u>	<u>06</u>	<u>45</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>6</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>7</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>7</u>	<u>10</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>7</u>	<u>16</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___

REFERENCE DATA:
 PDAY - 01-99 Program Day
 HH:MM - 24 Hour Clock
 PATTERN : (D/S/O)
 Flash - 5 / 5 / 0
 Free - 0 / 0 / 4
 MAX 2 & OMITTS: Call Free, Set
 Pattern To 0 / 0 / 0



LOCAL CONTROLLER PROGRAMMING

14 EPAC300 PROGRAM LOG

Prepared By: <u>TT</u> :	Neel-Schaffer, Inc	Date: <u>5/8/2019</u>
Approved By: <u>GJ</u> :		Date:
Intersection ID: _____ :	<u>Wayne Rd</u> AT _____	<u>Patterson Rd</u>

UTILITIES ACCESS

Access Code..... : _____ Codes: Four Digits (0000-9999)

PHASE DATA VEHICLE TIMINGS

Basic Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green		4	10	4	7	4	10	8	7	—	—	—	—	—	—	—	—
Passage Time		2.5	4.0	2.5	3.0	2.5	4.0	2.5	3.0	—	—	—	—	—	—	—	—
Maximum No 1		15	30	15	25	15	30	15	25	—	—	—	—	—	—	—	—
Maximum No 2		20	40	20	30	20	40	20	30	—	—	—	—	—	—	—	—
Yellow Change		3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5	—	—	—	—	—	—	—	—
Red Clearance		2.0	1.5	2.0	2.0	2.0	1.5	2.0	2.0	—	—	—	—	—	—	—	—

Density Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		—	8	—	8	—	7	—	7	—	—	—	—	—	—	—	—
Pedestrian Clearance		—	14	—	22	—	19	—	22	—	—	—	—	—	—	—	—

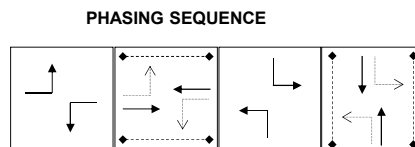
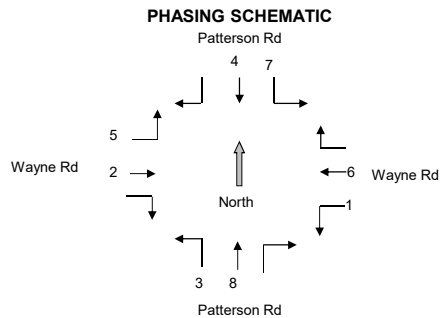
Pedestrian Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry : "1" = Yes & "0" = No

PHASE DATA VEHICLE CONTROL

Veh Control	Phase :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—
Dual Entry		0	1	0	1	0	1	0	1	—	—	—	—	—	—	—	—
Last Car Passage		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Conditional Service		0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Minimum Recall		0	1	0	0	0	1	0	0	—	—	—	—	—	—	—	—
No Simultaneous Gap		1	0	1	1	1	0	1	1	—	—	—	—	—	—	—	—

Vehicle Control Entry : "1" = Yes & "0" = No



COORDINATION AND OPERATION

Intersection ID: 0 Wayne Rd AT Patterson Rd

COORD DATA MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	-	-	-
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	0		INH	MX1	MX2	-	-	-
Correction	2		DW	MDW	SWY	SW+	-	-
Offset (?? Of Green)	1		BEGIN	END OF GREEN				
Force	1		PLAN	CYCLE TIME				
Max Dwell Time	0		Time in Seconds					
Yield Period	0		Time in Seconds					
Manual Pattern (Dial/Split/Offset)	1 / 1 / 1							

COORD DATA TIMING PLANS

Control	Timing Plan :	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length		100					105		
Phase 01 Time/Mode		15 / 0	/	/	/	/	15 / 0	/	/
Phase 02 Time/Mode		50 / 1	/	/	/	/	55 / 1	/	/
Phase 03 Time/Mode		15 / 0	/	/	/	/	15 / 0	/	/
Phase 04 Time/Mode		20 / 0	/	/	/	/	20 / 0	/	/
Phase 05 Time/Mode		15 / 0	/	/	/	/	15 / 0	/	/
Phase 06 Time/Mode		50 / 1	/	/	/	/	55 / 1	/	/
Phase 07 Time/Mode		15 / 0	/	/	/	/	15 / 0	/	/
Phase 08 Time/Mode		20 / 0	/	/	/	/	20 / 0	/	/
Offset 1		23							
Offset 2							89		
Offset 3									
Offset Pattern Mode		0					0		

Control	Timing Plan :	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length				105					
Phase 01 Time/Mode		/	/	14 / 0	/	/	/	/	/
Phase 02 Time/Mode		/	/	55 / 1	/	/	/	/	/
Phase 03 Time/Mode		/	/	14 / 0	/	/	/	/	/
Phase 04 Time/Mode		/	/	22 / 0	/	/	/	/	/
Phase 05 Time/Mode		/	/	16 / 0	/	/	/	/	/
Phase 06 Time/Mode		/	/	53 / 1	/	/	/	/	/
Phase 07 Time/Mode		/	/	16 / 0	/	/	/	/	/
Phase 08 Time/Mode		/	/	20 / 0	/	/	/	/	/
Offset 1									
Offset 2									
Offset 3				9					
Offset Pattern Mode				0					

Codes							
Phase Mode		0 - Actuated	1 - Coord Phase	2 - Min Rec	3 - Max Rec		
		4 - Ped Rec	5 - Max+Ped Recall	6 - Phase Omitted	7 - Dual Coord Phase		
Pattern Mode		0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act					

Note: Dial, Split, and Offset are all shown in seconds
Offsets are referenced from the end of the coordinated phase green



TIME OF DAY PROGRAMMING

Intersection: Wayne Rd AT Patterson Rd

TIME BASE DATA MESCELLANEOUS

DST: BEGIN MONTH 3 WEEK 2
 DST: END MONTH 11 WEEK 1

DST: Daylight Savings Timg
 Month = 01 to 12 (Begin < End)
 Week = 1 to 5 (5= Last Week)

COORD CYCLE ZERO 24 : 00 AM

CYCLE ZERO: Time (HH:MM) Set Reference For Coord Sync
 00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINE DAY = DAY)

<u>2</u>	=	<u>3</u>	<u>4</u>	<u>5</u>	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___
___	=	___	___	___	___	___	___	___

DAY EQUATES: Care Must Be Used To Insure Days Are Not
 Equated To Undefined Days Or Days That Are Equated To
 Other Days. The Rest Will Be A Day Without Events To Run.

TIME BASE DATA TRAFFIC EVENTS

PDAY	DAY		PATTERN	TRAFFIC EVENT FUNCTIONS		OMIT PHASE(S)
	HH	MM		MAX II PHASE(S)		
<u>1</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>1</u>	<u>11</u>	<u>00</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>1</u>	<u>15</u>	<u>30</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>2</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>2</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 100 Sec		___
<u>2</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>2</u>	<u>10</u>	<u>45</u>	<u>2 / 2 / 2</u>	MD peak - 105 Sec		___
<u>2</u>	<u>13</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>2</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 105 Sec		___
<u>2</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>2</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>6</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>6</u>	<u>06</u>	<u>45</u>	<u>1 / 1 / 1</u>	AM peak - 100 Sec		___
<u>6</u>	<u>08</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>6</u>	<u>10</u>	<u>45</u>	<u>2 / 2 / 2</u>	MD peak - 105 Sec		___
<u>6</u>	<u>13</u>	<u>15</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>6</u>	<u>14</u>	<u>45</u>	<u>3 / 3 / 3</u>	PM peak - 105 Sec		___
<u>6</u>	<u>17</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>6</u>	<u>19</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
<u>7</u>	<u>00</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
<u>7</u>	<u>10</u>	<u>30</u>	<u>0 / 0 / 0</u>	MAX 2		___
<u>7</u>	<u>16</u>	<u>00</u>	<u>0 / 0 / 4</u>	Free		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___
___	___	___	___	___		___

REFERENCE DATA:
 PDAY - 01-99 Program Day
 HH:MM - 24 Hour Clock
 PATTERN : (D/S/O)
 Flash - 5 / 5 / 0
 Free - 0 / 0 / 4
 MAX 2 & OMITTS: Call Free, Set
 Pattern To 0 / 0 / 0





Appendix I: FUNCTIONAL LAYOUTS & COST ESTIMATES

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



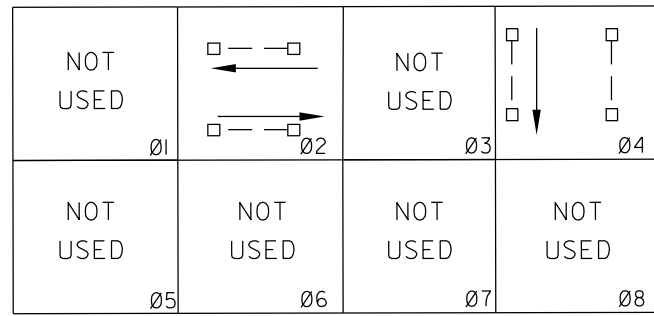
in cooperation with



MAIN ST. & PICKWICK ST.

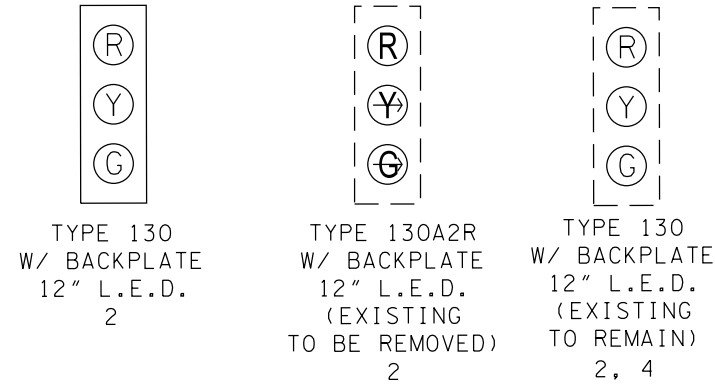
ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	\$ 1,500.00	\$ 1,500.00
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	20	\$ 35.00	\$ 700.00
712-06	SIGNS (CONSTRUCTION)	SF	178	\$ 9.00	\$ 1,602.00
713-16.20	SIGNS (R10-12)	EACH	3	\$ 300.00	\$ 900.00
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	4	\$ 200.00	\$ 800.00
717-01	MOBILIZATION	LS	1	\$ 1,500.00	\$ 1,500.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	\$ 2,500.00	\$ 2,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	1	\$ 1,200.00	\$ 1,200.00
730-02.17	SIGNAL HEAD ASSEMBLY (150A2H WITH BACKPLATE)	EACH	3	\$ 1,800.00	\$ 5,400.00
730-03.28	ADJUST PULL BOX (SIGNAL CABLE WIRE)	EACH	3	\$ 300.00	\$ 900.00
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	590	\$ 2.00	\$ 1,180.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	\$ 3,500.00	\$ 3,500.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	\$ 5,000.00	\$ 5,000.00
				SUBTOTAL	\$ 26,682.00
				CONTINGENCY	\$ 4,002.30
				TOTAL	\$ 30,684.30

SIGNAL PHASING DIAGRAM

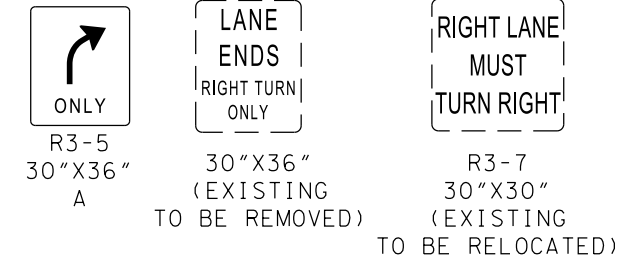


-MIN RECALL: Ø2
 -FLASHING OPERATION: YELLOW - Ø2; RED - Ø4

SIGNAL HEADS



SIGNS



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2019	13176.005	2



NOTES:
 1. MODIFY EXISTING BASE MOUNTED CABINET FOR PROPOSED SIGNAL HEAD.
 2. REMOVE "LANE ENDS RIGHT TURN ONLY" SIGN AND REPLACE WITH R3-7 SIGN.
 3. EXISTING 130A2R SIGNAL HEAD CONFLICTS WITH WESTBOUND PEDESTRIAN MOVEMENT.

CITY OF SAVANNAH

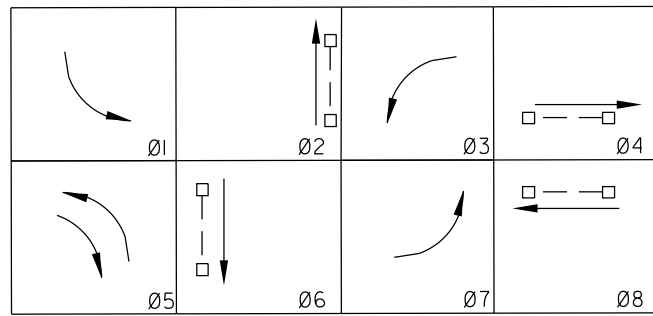
FUNCTIONAL LAYOUT
 MAIN STREET AT
 GUINN STREET
 SCALE: 1"=30'

6/18/2019 11:00:16 AM Y:\Projects\0010000\0013000\13176 TDOT Planning\05 - Savannah TSMO\dgn\02_MainGuinn_Functional Layout.sht

MAIN ST. & GUINN ST.

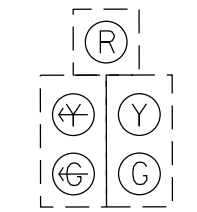
ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	\$ 1,500.00	\$ 1,500.00
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	20	\$ 35.00	\$ 700.00
712-06	SIGNS (CONSTRUCTION)	SF	94	\$ 9.00	\$ 846.00
713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	30	\$ 5.00	\$ 150.00
713-16.21	SIGNS (R3-5)	EACH	1	\$ 300.00	\$ 300.00
713-16.22	SIGNS (R3-7)	EACH	1	\$ 300.00	\$ 300.00
713-16.41	RELOCATE SIGN	LS	1	\$ 500.00	\$ 500.00
717-01	MOBILIZATION	LS	1	\$ 1,500.00	\$ 1,500.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	\$ 1,000.00	\$ 1,000.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	1	\$ 1,200.00	\$ 1,200.00
730-03.28	ADJUST PULL BOX (SIGNAL CABLE WIRE)	EACH	3	\$ 300.00	\$ 900.00
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	275	\$ 2.00	\$ 550.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	\$ 3,500.00	\$ 3,500.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	\$ 5,000.00	\$ 5,000.00
				SUBTOTAL	\$ 17,946.00
				CONTINGENCY	\$ 2,691.90
				TOTAL	\$ 20,637.90

SIGNAL PHASING DIAGRAM

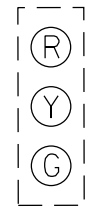


- PROT/PERM LEFT-TURN: Ø1,Ø3,Ø5,Ø7
- MIN RECALL: Ø2,Ø6
- FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø4,Ø8
- DUAL ENTRY: Ø2,Ø6

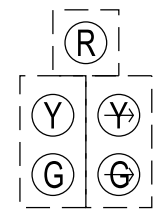
SIGNAL HEADS



TYPE 150A2L
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
1, 3, 5, 7



TYPE 130
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
2, 4, 6, 8



TYPE 150A2R
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
4R

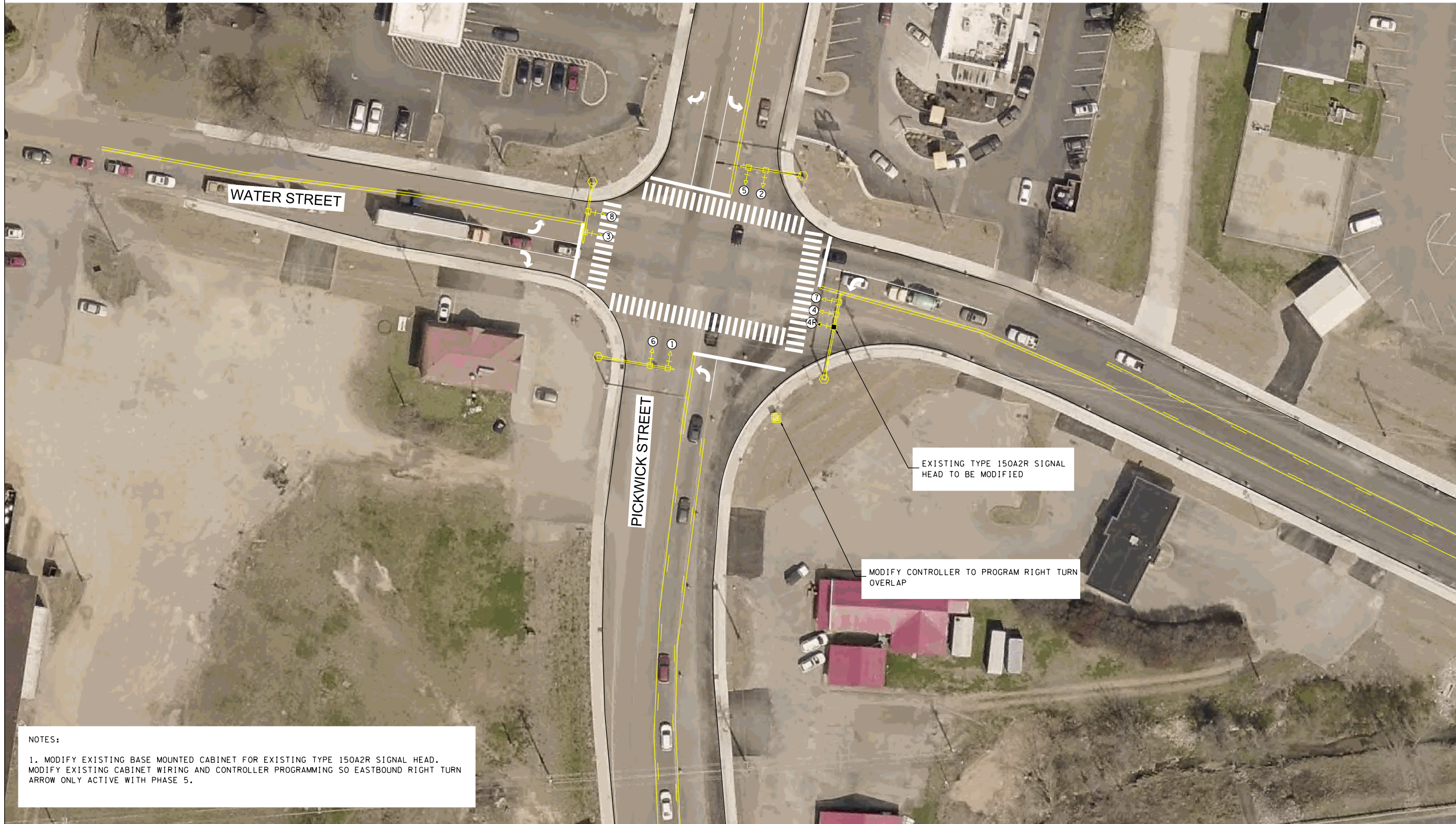
SIGNS



R10-12
30"X36"
(EXISTING
TO REMAIN)



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2019	13176.005	3



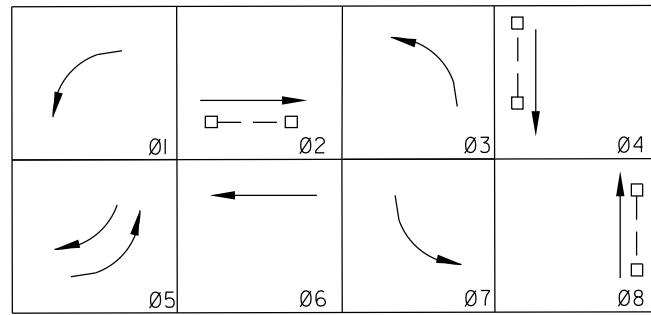
NOTES:
1. MODIFY EXISTING BASE MOUNTED CABINET FOR EXISTING TYPE 150A2R SIGNAL HEAD.
MODIFY EXISTING CABINET WIRING AND CONTROLLER PROGRAMMING SO EASTBOUND RIGHT TURN
ARROW ONLY ACTIVE WITH PHASE 5.

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**FUNCTIONAL
LAYOUT**
WATER STREET AT
PICKWICK STREET
SCALE: 1"=30'

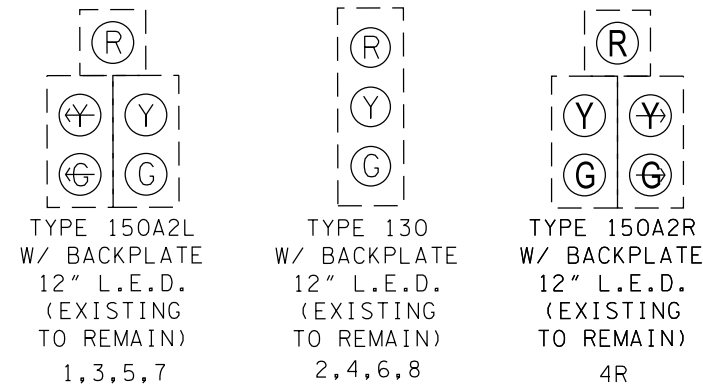
6/18/2019 11:01:48 AM
Y:\Projects\0010000\0013000\13176 TDOT Planning\05 - Savannah TSMO\dgn\03_WaterPickwick_Functional Layout.sht

SIGNAL PHASING DIAGRAM



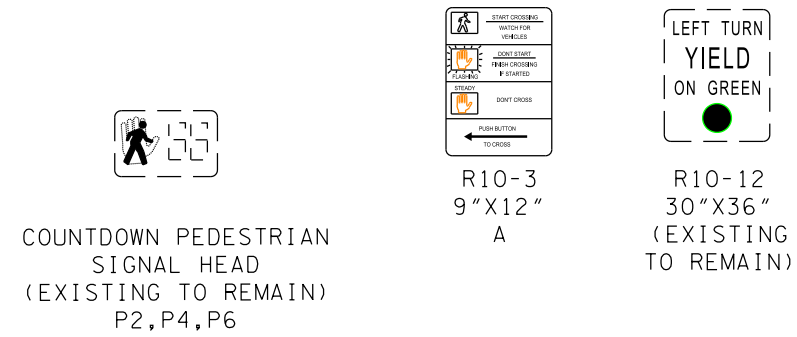
- PROT/PERM LEFT-TURN: Ø1,Ø3,Ø5,Ø7
- MIN RECALL: Ø2,Ø6
- FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø4,Ø8
- DUAL ENTRY: Ø2,Ø6

SIGNAL HEADS



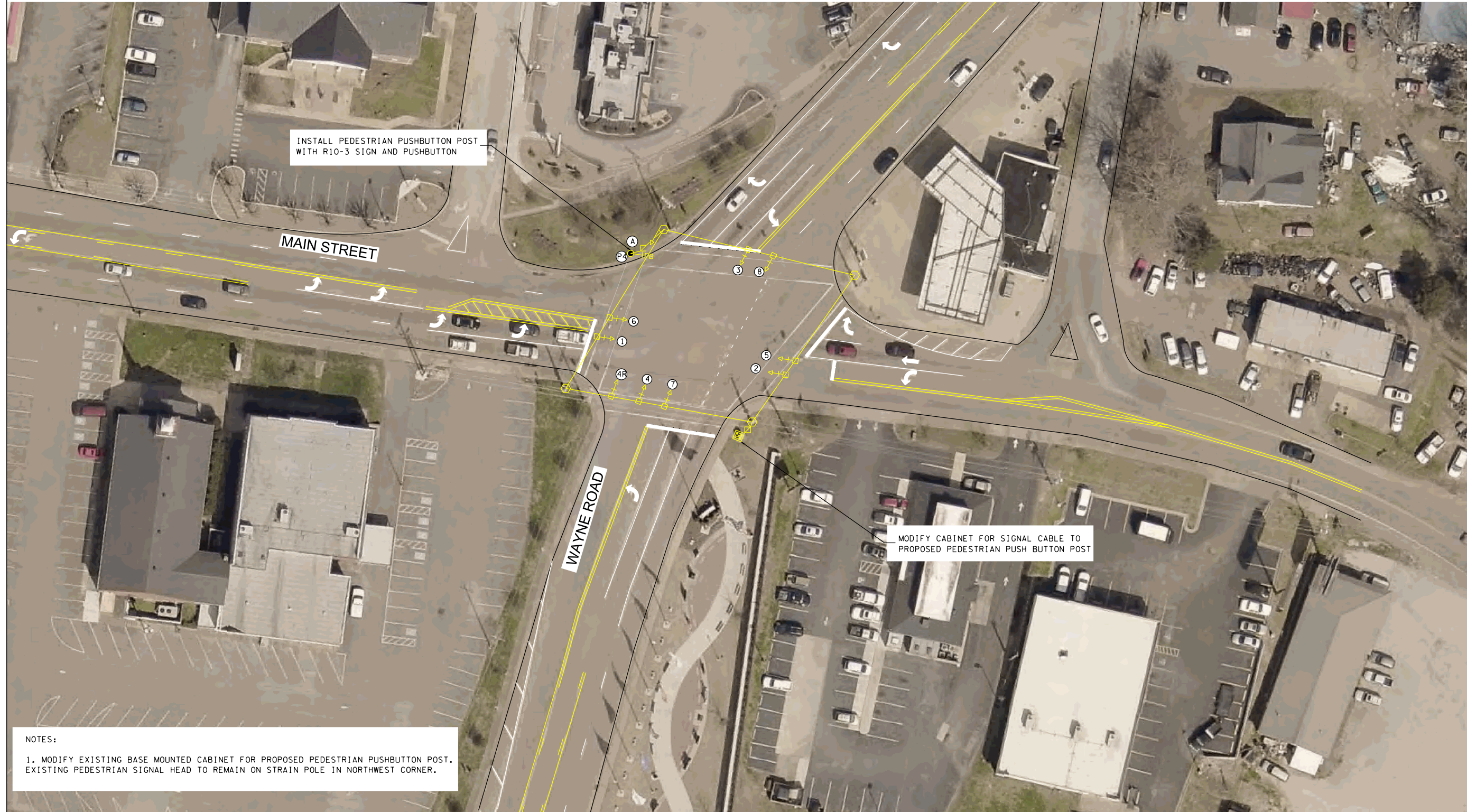
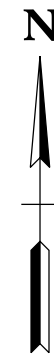
- TYPE 150A2L W/ BACKPLATE 12" L.E.D. (EXISTING TO REMAIN) 1, 3, 5, 7
- TYPE 130 W/ BACKPLATE 12" L.E.D. (EXISTING TO REMAIN) 2, 4, 6, 8
- TYPE 150A2R W/ BACKPLATE 12" L.E.D. (EXISTING TO REMAIN) 4R

SIGNS



- R10-3 9"x12" A
- R10-12 30"x36" (EXISTING TO REMAIN)
- COUNTDOWN PEDESTRIAN SIGNAL HEAD (EXISTING TO REMAIN) P2,P4,P6

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2019	13176.005	4



NOTES:
 1. MODIFY EXISTING BASE MOUNTED CABINET FOR PROPOSED PEDESTRIAN PUSHBUTTON POST. EXISTING PEDESTRIAN SIGNAL HEAD TO REMAIN ON STRAIN POLE IN NORTHWEST CORNER.

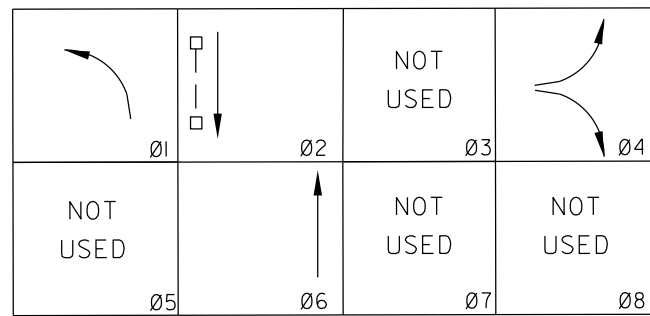
CITY OF SAVANNAH

FUNCTIONAL LAYOUT
 WAYNE ROAD AT MAIN STREET
 SCALE: 1"=30'

MAIN ST. & WAYNE RD.

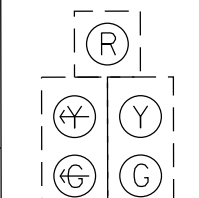
ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
717-01	MOBILIZATION	LS	1	\$ 1,500.00	\$ 1,500.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	\$ 500.00	\$ 500.00
730-03.28	ADJUST PULL BOX (SIGNAL CABLE WIRE)	EACH	2	\$ 300.00	\$ 600.00
730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	345	\$ 1.50	\$ 517.50
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	45	\$ 10.00	\$ 450.00
730-12.30	TRENCHING	L.F.	30	\$ 15.00	\$ 450.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	\$ 3,500.00	\$ 3,500.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	\$ 5,000.00	\$ 5,000.00
730-26.09	PEDESTRIAN PUSHBUTTON WITH 15" SIGN	EACH	1	\$ 1,500.00	\$ 1,500.00
730-26.06	PEDESTRIAN PUSHBUTTON POST	EACH	1	\$ 2,000.00	\$ 2,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	240	\$ 5.00	\$ 1,200.00
				SUBTOTAL	\$ 17,217.50
				CONTINGENCY	\$ 2,582.63
				TOTAL	\$ 19,800.13

SIGNAL PHASING DIAGRAM

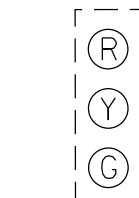


-PROT/PERM LEFT-TURN: Ø1
 -MIN RECALL: Ø2,Ø6
 -FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø4
 -DUAL ENTRY: Ø2,Ø6

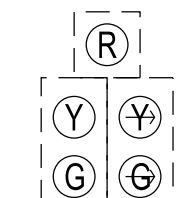
SIGNAL HEADS



TYPE 150A2L
 W/ BACKPLATE
 12" L.E.D.
 (EXISTING
 TO REMAIN)
 1



TYPE 130
 W/ BACKPLATE
 12" L.E.D.
 (EXISTING
 TO REMAIN)
 2, 4, 6



TYPE 150A2R
 W/ BACKPLATE
 12" L.E.D.
 (EXISTING
 TO REMAIN)
 4R

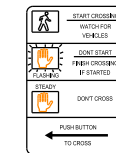


COUNTDOWN PEDESTRIAN
 SIGNAL HEAD
 (EXISTING TO REMAIN
 ON NORTHWEST CORNER)
 P2



COUNTDOWN PEDESTRIAN
 SIGNAL HEAD
 (PROPOSED NEW AT
 SOUTHWEST CORNER)
 P2

SIGNS



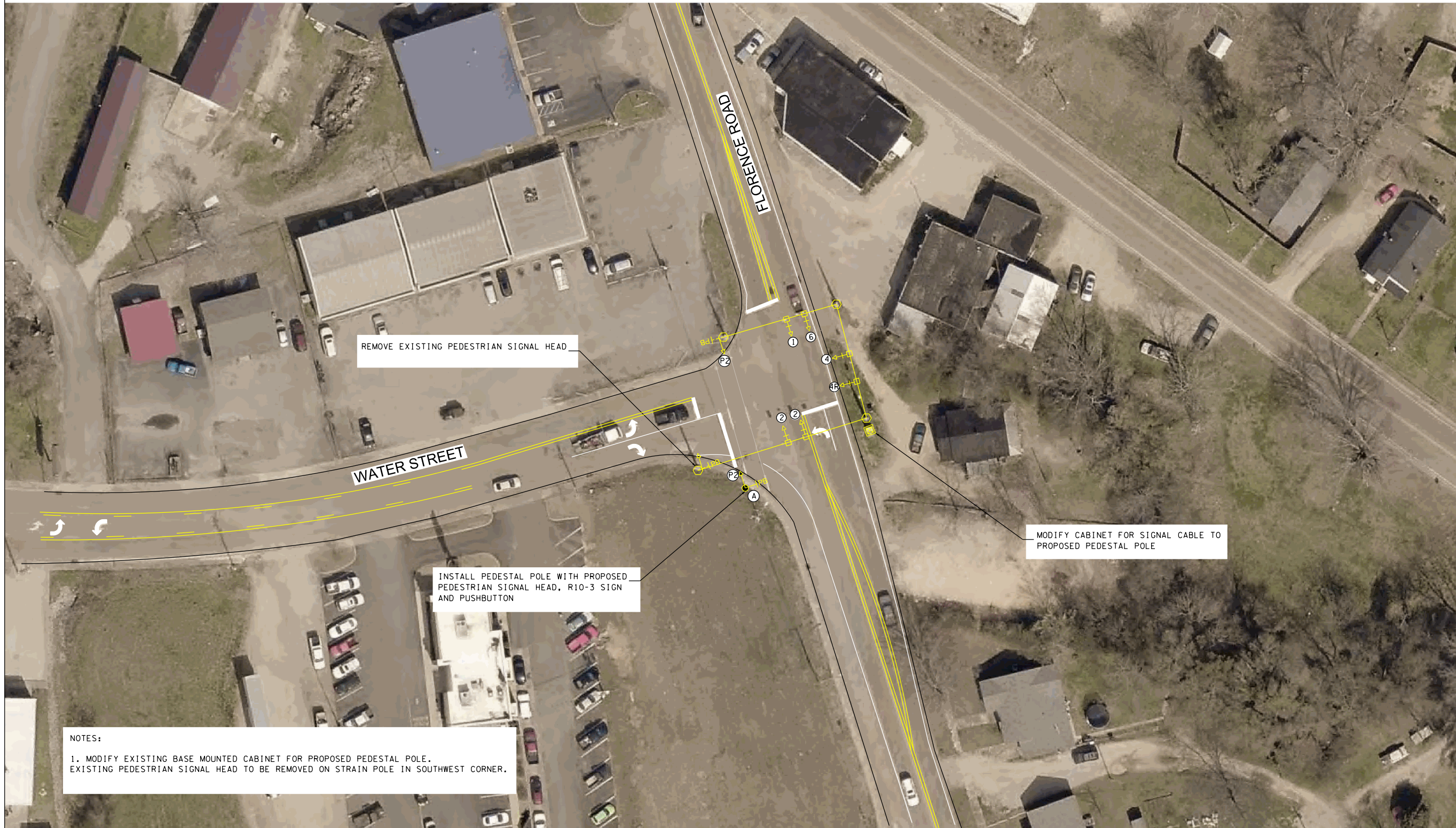
R10-3
 9"X12"
 A



R10-12
 30"X36"
 (EXISTING
 TO REMAIN)



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2019	13176.005	5



NOTES:
 1. MODIFY EXISTING BASE MOUNTED CABINET FOR PROPOSED PEDESTAL POLE.
 EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED ON STRAIN POLE IN SOUTHWEST CORNER.

CITY OF SAVANNAH

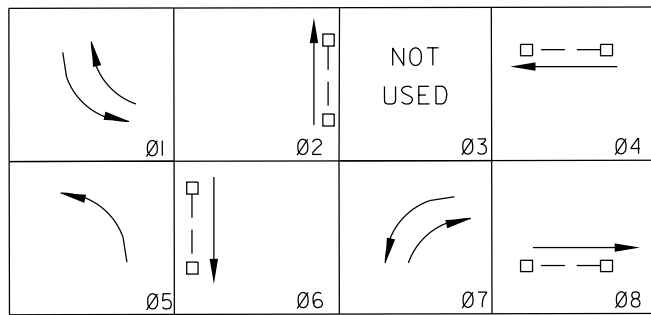
FUNCTIONAL
 LAYOUT
 FLORENCE ROAD AT
 WATER STREET
 SCALE: 1"=30'

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FLORENCE RD. & WATER ST.

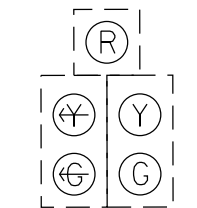
ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
717-01	MOBILIZATION	LS	1	\$ 1,500.00	\$ 1,500.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	\$ 1,000.00	\$ 1,000.00
730-03.28	ADJUST PULL BOX (SIGNAL CABLE WIRE)	EACH	2	\$ 300.00	\$ 600.00
730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	220	\$ 1.50	\$ 330.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	220	\$ 1.75	\$ 385.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	20	\$ 10.00	\$ 200.00
730-12.30	TRENCHING	L.F.	20	\$ 15.00	\$ 300.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	\$ 3,500.00	\$ 3,500.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	\$ 5,000.00	\$ 5,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	1	\$ 2,500.00	\$ 2,500.00
730-26.09	PEDESTRIAN PUSHBUTTON WITH 15" SIGN	EACH	1	\$ 1,500.00	\$ 1,500.00
730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	EACH	1	\$ 1,250.00	\$ 1,250.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	110	\$ 5.00	\$ 550.00
				SUBTOTAL	\$ 18,615.00
				CONTINGENCY	\$ 2,792.25
				TOTAL	\$ 21,407.25

SIGNAL PHASING DIAGRAM

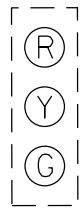


- PROT/PERM LEFT-TURN: Ø1,Ø5,Ø7
- MIN RECALL: Ø2,Ø6
- FLASHING OPERATION: YELLOW - Ø2,Ø6; RED - Ø4,Ø8
- DUAL ENTRY: Ø2,Ø6

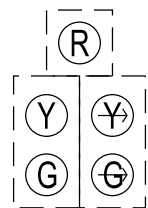
SIGNAL HEADS



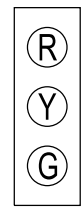
TYPE 150A2L
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
1, 3, 7



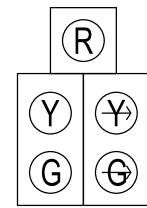
TYPE 130
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
2, 4, 6, 8



TYPE 150A2R
W/ BACKPLATE
12" L.E.D.
(EXISTING
TO REMAIN)
4R

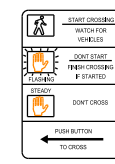


TYPE 130
W/ BACKPLATE
12" L.E.D.
8



TYPE 150A2R
W/ BACKPLATE
12" L.E.D.
2R

SIGNS



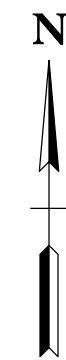
R10-3
9"X12"
A



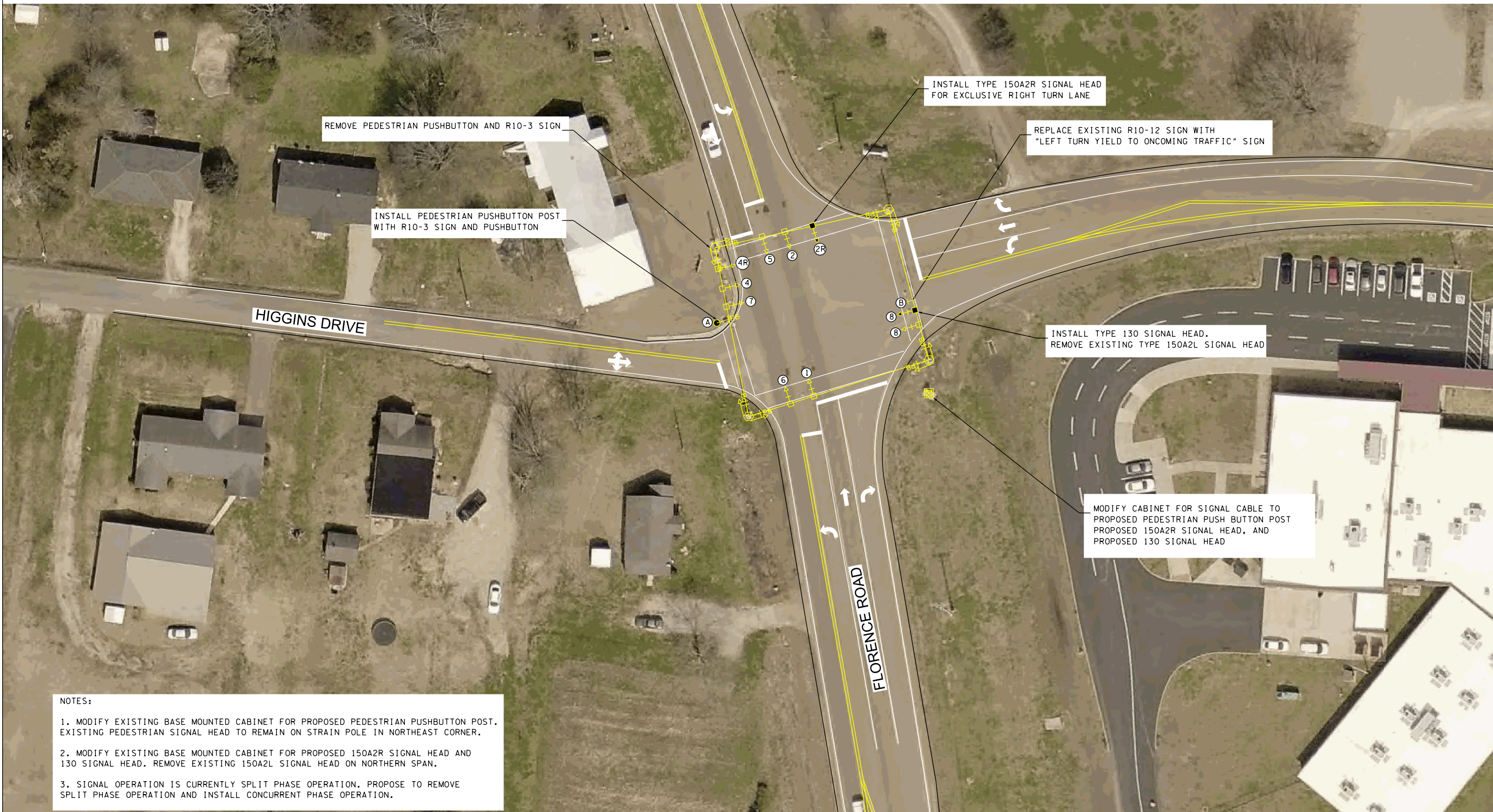
30"X36"
B



R10-12
30"X36"
(EXISTING
TO REMAIN)



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2019	13176.005	6



REMOVE PEDESTRIAN PUSHBUTTON AND R10-3 SIGN

INSTALL PEDESTRIAN PUSHBUTTON POST WITH R10-3 SIGN AND PUSHBUTTON

INSTALL TYPE 150A2R SIGNAL HEAD FOR EXCLUSIVE RIGHT TURN LANE

REPLACE EXISTING R10-12 SIGN WITH "LEFT TURN YIELD TO ONCOMING TRAFFIC" SIGN

INSTALL TYPE 130 SIGNAL HEAD. REMOVE EXISTING TYPE 150A2L SIGNAL HEAD

MODIFY CABINET FOR SIGNAL CABLE TO PROPOSED PEDESTRIAN PUSH BUTTON POST PROPOSED 150A2R SIGNAL HEAD, AND PROPOSED 130 SIGNAL HEAD

- NOTES:
1. MODIFY EXISTING BASE MOUNTED CABINET FOR PROPOSED PEDESTRIAN PUSHBUTTON POST. EXISTING PEDESTRIAN SIGNAL HEAD TO REMAIN ON STRAIN POLE IN NORTHEAST CORNER.
 2. MODIFY EXISTING BASE MOUNTED CABINET FOR PROPOSED 150A2R SIGNAL HEAD AND 130 SIGNAL HEAD. REMOVE EXISTING 150A2L SIGNAL HEAD ON NORTHERN SPAN.
 3. SIGNAL OPERATION IS CURRENTLY SPLIT PHASE OPERATION. PROPOSE TO REMOVE SPLIT PHASE OPERATION AND INSTALL CONCURRENT PHASE OPERATION.

CITY OF SAVANNAH

FUNCTIONAL LAYOUT
FLORENCE ROAD AT HIGGINS DRIVE
SCALE: 1"=30'

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FLORENCE RD. & HIGGINS DR.

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	\$ 1,500.00	\$ 1,500.00
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	20	\$ 35.00	\$ 700.00
712-06	SIGNS (CONSTRUCTION)	SF	146	\$ 9.00	\$ 1,314.00
713-16.23	SIGNS (LEFT TURN YIELD TO ONCOMING TRAFFIC)	EACH	1	\$ 300.00	\$ 300.00
717-01	MOBILIZATION	LS	1	\$ 1,500.00	\$ 1,500.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	\$ 1,500.00	\$ 1,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	1	\$ 1,200.00	\$ 1,200.00
730-02.17	SIGNAL HEAD ASSEMBLY (150A2H WITH BACKPLATE)	EACH	1	\$ 1,800.00	\$ 1,800.00
730-03.28	ADJUST PULL BOX (SIGNAL CABLE WIRE)	EACH	2	\$ 300.00	\$ 600.00
730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	345	\$ 1.50	\$ 517.50
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	290	\$ 2.00	\$ 580.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	35	\$ 10.00	\$ 350.00
730-12.30	TRENCHING	L.F.	35	\$ 15.00	\$ 525.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	1	\$ 3,500.00	\$ 3,500.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	\$ 5,000.00	\$ 5,000.00
730-26.09	PEDESTRIAN PUSHBUTTON WITH 15" SIGN	EACH	1	\$ 1,500.00	\$ 1,500.00
730-26.06	PEDESTRIAN PUSHBUTTON POST	EACH	1	\$ 2,000.00	\$ 2,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	210	\$ 5.00	\$ 1,050.00
				SUBTOTAL	\$ 25,436.50
				CONTINGENCY	\$ 3,815.48
				TOTAL	\$ 29,251.98

SAVANNAH TSM&O PROJECT

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST TOTAL
712-01	TRAFFIC CONTROL	LS	1	\$ 15,000.00	\$ 15,000.00
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	20	\$ 35.00	\$ 700.00
712-06	SIGNS (CONSTRUCTION)	S.F.	178	\$ 9.00	\$ 1,602.00
713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	30	\$ 5.00	\$ 150.00
713-16.20	SIGNS (R10-12)	EACH	3	\$ 300.00	\$ 900.00
713-16.21	SIGNS (R3-5)	EACH	1	\$ 300.00	\$ 300.00
713-16.22	SIGNS (R3-7)	EACH	1	\$ 300.00	\$ 300.00
713-16.23	SIGNS (LEFT TURN YIELD TO ONCOMING TRAFFIC)	EACH	1	\$ 300.00	\$ 300.00
713-16.41	RELOCATE SIGN	EACH	1	\$ 500.00	\$ 500.00
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	4	\$ 200.00	\$ 800.00
717-01	MOBILIZATION	LS	1	\$ 25,000.00	\$ 25,000.00
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	LS	1	\$ 6,500.00	\$ 6,500.00
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	3	\$ 1,200.00	\$ 3,600.00
730-02.17	SIGNAL HEAD ASSEMBLY (150A2H WITH BACKPLATE)	EACH	4	\$ 1,800.00	\$ 7,200.00
730-03.28	ADJUST PULL BOX (SIGNAL CABLE WIRE)	EACH	12	\$ 300.00	\$ 3,600.00
730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	910	\$ 1.50	\$ 1,365.00
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	220	\$ 1.75	\$ 385.00
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1155	\$ 2.00	\$ 2,310.00
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	100	\$ 10.00	\$ 1,000.00
730-12.30	TRENCHING	L.F.	85	\$ 15.00	\$ 1,275.00
730-15.10	MODIFY CABINET (INSTALL COORDINATION UNIT)	EACH	12	\$ 3,500.00	\$ 42,000.00
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	12	\$ 5,000.00	\$ 60,000.00
730-23.30	PEDESTAL POLE (8' POLE)	EACH	1	\$ 2,500.00	\$ 2,500.00
730-26.09	PEDESTRIAN PUSHBUTTON WITH 15" SIGN	EACH	3	\$ 1,500.00	\$ 4,500.00
730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	EACH	1	\$ 1,250.00	\$ 1,250.00
730-26.06	PEDESTRIAN PUSHBUTTON POST	EACH	2	\$ 2,000.00	\$ 4,000.00
773-26.60	WC RELASH EXISTING AERIAL CABLE STRAND	L.F.	560	\$ 5.00	\$ 2,800.00
SUBTOTAL					\$ 189,837.00
CONTINGENCY (15%)					\$ 18,983.70
TOTAL					\$ 208,820.70

ESTIMATED ROADWAY QUANTITIES

DESCRIPTION	COST TOTAL
PEDESTRIAN RELATED	\$ 18,715.00
VEHICULAR RELATED	\$ 69,122.00
OPERATIONS AND COORDINATION	\$ 102,000.00
SUBTOTAL	\$ 189,837.00
CONTINGENCY 15%	\$ 18,983.70
TOTAL	\$ 208,820.70

Intersection	Action Plan	Planning Level Cost Estimate
Main Street & Pickwick Street	Remove Protected Phasing	\$ 30,684.30
Main Street & Guinn Street	Remove 130 Head that Conflicts Ped	\$ 20,637.90
Main Street & Wayne Road	Ped. Pushbutton Post to Minimize Distance	\$ 19,800.13
Florence Road & Water Street	Pedestal Pole for Sight Distance Improvement	\$ 21,407.25
Florence Road & Higgins Drive	Ped. Pushbutton Post & Phase Operation Change	\$ 29,251.98
City-wide Improvements	Coordination along corridors, GPS units, and new controllers	\$ 87,039.14
Savannah TSMO	Full Implementation of all Proposed Improvements	\$ 208,820.70

Phase Priority	Location of Phase	Planning Level Cost Estimate
Phase 1	Wayne Road	\$ 49,736.65
Phase 2	Downtown CBD Area	\$ 129,832.07
Phase 3	Florence Road and Higgins	\$ 29,251.98
Savannah TSMO	Full Implementation of all Proposed Improvements	\$ 208,820.70



Transportation Systems Management and Operations Study

OCTOBER 2019

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



in cooperation with

