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TRAFFIC IMPACT STUDY

TERRE HAUTE CONVENTION CENTER

WABASH AVENUE & 9TH STREET
TERRE HAUTE, INDIANA

PREPARED FOR

NATIONS GROUP

NOVEMBER 2018

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CERTIFICATION

I certify that this **TRAFFIC IMPACT STUDY** has been prepared by me and under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

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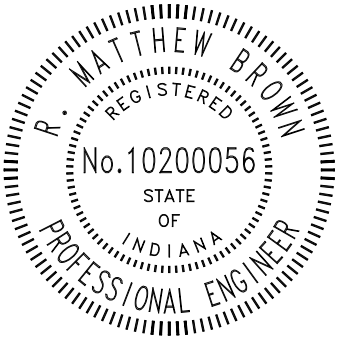

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INTRODUCTION

This **TRAFFIC IMPACT STUDY**, prepared on behalf of Nations Group, is for a proposed convention center that would be located between 7th Street and 9th Street and between Wabash Avenue and Cherry Street in Terre Haute, Indiana.

PURPOSE

The purpose of this analysis is to determine what impact the traffic generated by the proposed development will have on the existing adjacent roadway system. This analysis will identify any existing roadway deficiencies or ones that may occur when this site is developed.

Conclusions will be reached that will determine if the roadway system can accommodate the anticipated traffic volumes or will determine the modifications that will be required to the system if there are identified deficiencies.

Recommendations will be made that will address the conclusions resulting from this analysis. These recommendations will address feasible roadway system improvements to provide safe ingress and egress, to and from the proposed development, with minimal interference to traffic on the public street system.

SCOPE OF WORK

The scope of work for this analysis is as follows:

First, obtain turning movement traffic volume counts between the hours of 6:00 A.M. to 9:00 A.M. and 4:00 P.M. to 7:00 P.M. during a typical weekday at the following intersections:

- 7th Street & Cherry Street
- 7th Street & Parking Access
- 7th Street & Wabash Avenue
- 8th Street & Cherry Street
- 8th Street & Wabash Avenue
- 9th Street & Cherry Street
- 9th Street & Wabash Avenue

Second, estimate the number of peak hour trips that will be generated by the proposed development.

Third, make 24-hour segment counts along 7th Street, 8th Street, 9th Street, Cherry Street, and Wabash Avenue.

Fourth, redistribute existing traffic volumes based on the proposed roadway network.

Fifth, assign and distribute the generated traffic volumes from the proposed development to the study intersections.

Sixth, prepare a capacity analysis and level of service analysis at the study intersections for each of the following scenarios:

Scenario 1: Existing Traffic Volumes – Based on existing peak hour traffic volumes and existing intersection conditions.

Scenario 2: Proposed Development Traffic Volumes – Based on the sum of existing peak hour traffic volumes and total generated traffic volumes from proposed development.

Scenario 3: Proposed Development Traffic Volumes – Based on the sum of redistributed peak hour traffic volumes and total generated traffic volumes from proposed development.

Seventh, prepare recommendations for the roadway geometrics that will be needed to accommodate the total traffic volumes once the proposed development is constructed.

Finally, prepare a **TRAFFIC IMPACT STUDY** report documenting all data, analyses, conclusions and recommendations to provide for the safe and efficient movement of traffic through the study area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The subject site is located between 7th Street and 9th Street and between Wabash Avenue and Cherry Street in Terre Haute, Indiana. The proposed development will include a 33,836 SF Convention Center with a parking garage and 120 room hotel with a parking garage. Due to the fact that the site is located between the 7th Street and 9th Street, 8th Street will be abandoned as part of this project. **Figure 1** is an area map showing the location and general layout of the proposed site.

STUDY AREA

The study area for this analysis has been defined to include the following intersections:

- 7th Street & Cherry Street
- 7th Street & Parking Access
- 7th Street & Wabash Avenue
- 8th Street & Cherry Street
- 8th Street & Wabash Avenue
- 9th Street & Cherry Street
- 9th Street & Wabash Avenue

Figures 2A and **2B** show the existing intersection geometrics included in this study.

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FIGURE 1

AREA MAP

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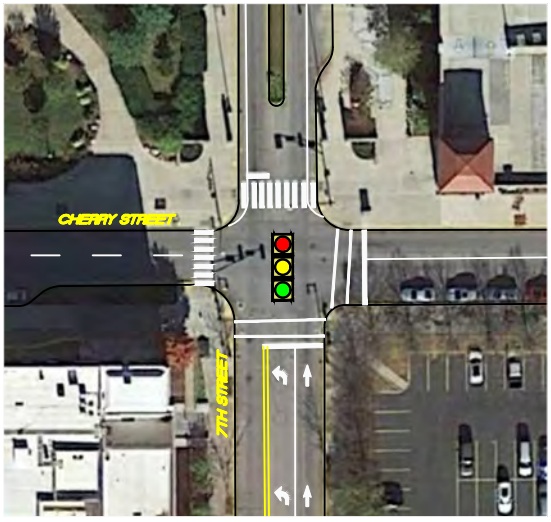
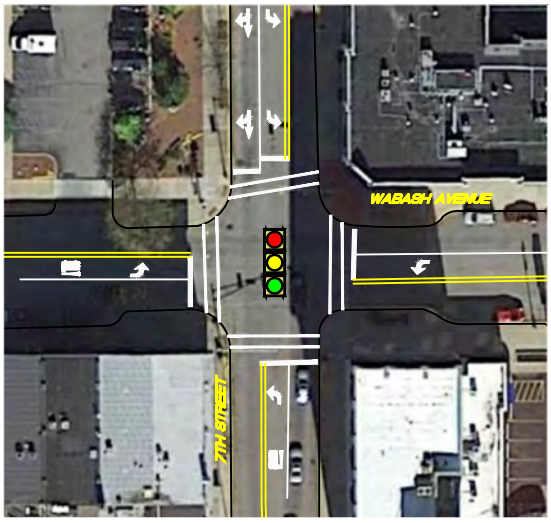


7TH STREET & CHERRY STREET

7TH STREET & PARKING ACCESS



7TH STREET & WABASH AVENUE

8TH STREET & CHERRY STREET

FIGURE 2A

EXISTING INTERSECTION GEOMETRICS

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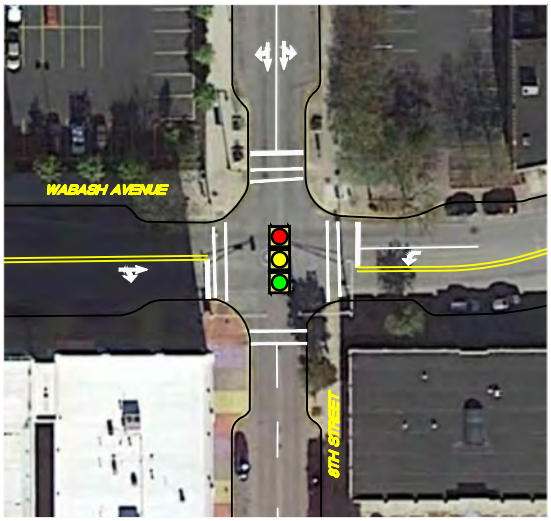
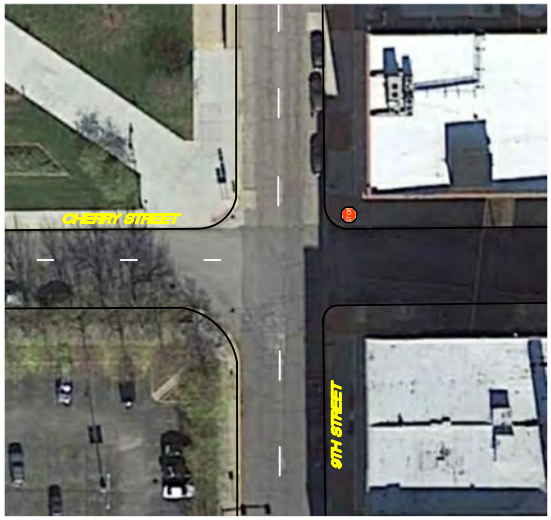
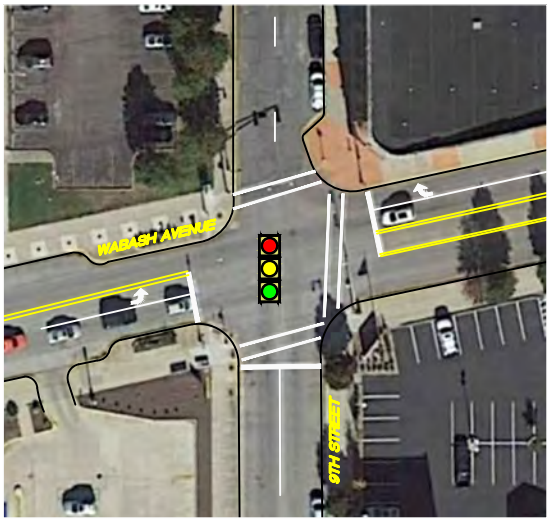


8TH STREET & WABASH AVENUE



9TH STREET & CHERRY STREET



9TH STREET & WABASH AVENUE

FIGURE 2B

EXISTING INTERSECTION GEOMETRICS

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DESCRIPTION OF ABUTTING STREET SYSTEM

The proposed development will be primarily served by the public roadway system that includes Wabash Avenue, Cherry Street, 7th Street, 8th Street and 9th Street.

WABASH AVENUE – is an east/west, two-lane roadway with a two-way left-turn lane and a posted speed limit of 30 mph in the study area. According to the Terre Haute Thoroughfare Plan, Wabash Avenue is classified as a Primary Arterial.

CHERRY STREET – is a westbound one-way two-lane street with a posted speed limit of 30 mph in the study area. According to the Terre Haute Thoroughfare Plan, Cherry Street is classified as a Secondary Arterial.

7TH STREET – is a north/south, two-lane roadway with a two-way left-turn lane and a posted speed limit of 30 mph to the west of the proposed development. According to the Terre Haute Thoroughfare Plan, 7th Street is classified as a Collector.

8TH STREET – is a southbound one-way two-lane street with a posted speed limit of 30 mph in the study area. According to the Terre Haute Thoroughfare Plan, 8th Street is classified as a Local Road.

9TH STREET – is a northbound one-way two-lane street with a posted speed limit of 30 mph in the study area. According to the Terre Haute Thoroughfare Plan, 9th Street is classified as a Local Road.

EXISTING TRAFFIC VOLUMES & PEAK HOURS

Turning movement traffic volume counts were collected by A&F Engineering at the study intersections between the hours of 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM during a typical weekday in September 2018 under good weather conditions. According to the turning movement counts, the AM and PM peak hours vary slightly at each study intersection. Hence, the actual peak hours are used at each study intersection to create a "worse-case" scenario. In addition, 24-hour roadway segment traffic volume counts were collected by A&F engineering on 7th Street, 8th Street, 9th Street, Wabash Avenue, and Cherry Street. The intersection and roadway segment count output summary sheets are included in the **Appendix** and the peak hour volumes are shown on **Figure 3**.

REDISTRIBUTION OF EXISTING TRAFFIC VOLUMES

8th Street will be closed between Cherry Street and Wabash Avenue in conjunction with the construction of the convention center. Due to the one-way traffic flow along 8th Street and Cherry Street, the traffic along 8th Street was moved to 7th Street and redistributed based on existing traffic patterns. **Figure 4** shows the peak hour redistributed existing traffic volumes.

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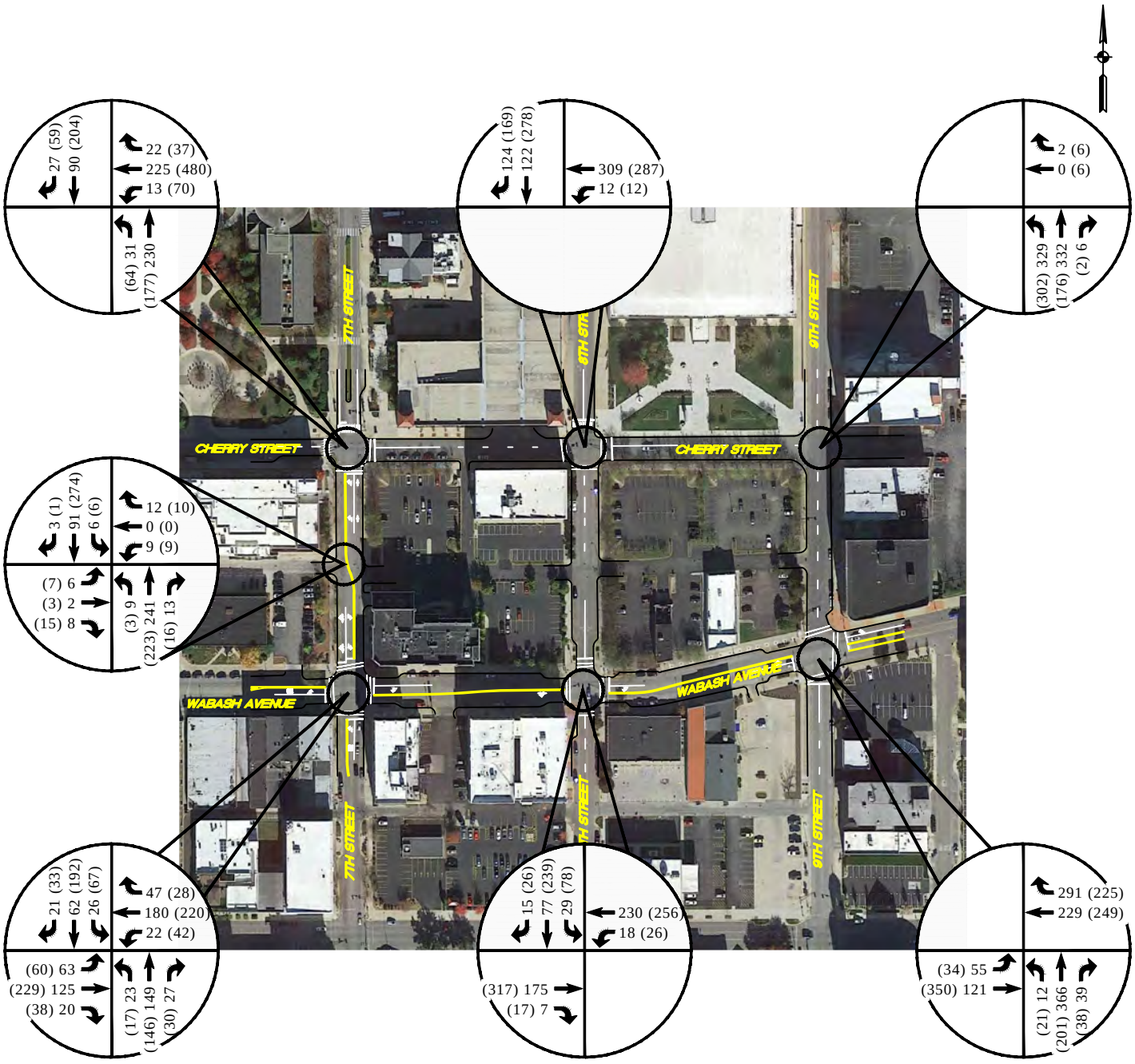

LEGEND

XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 3

EXISTING TRAFFIC VOLUMES

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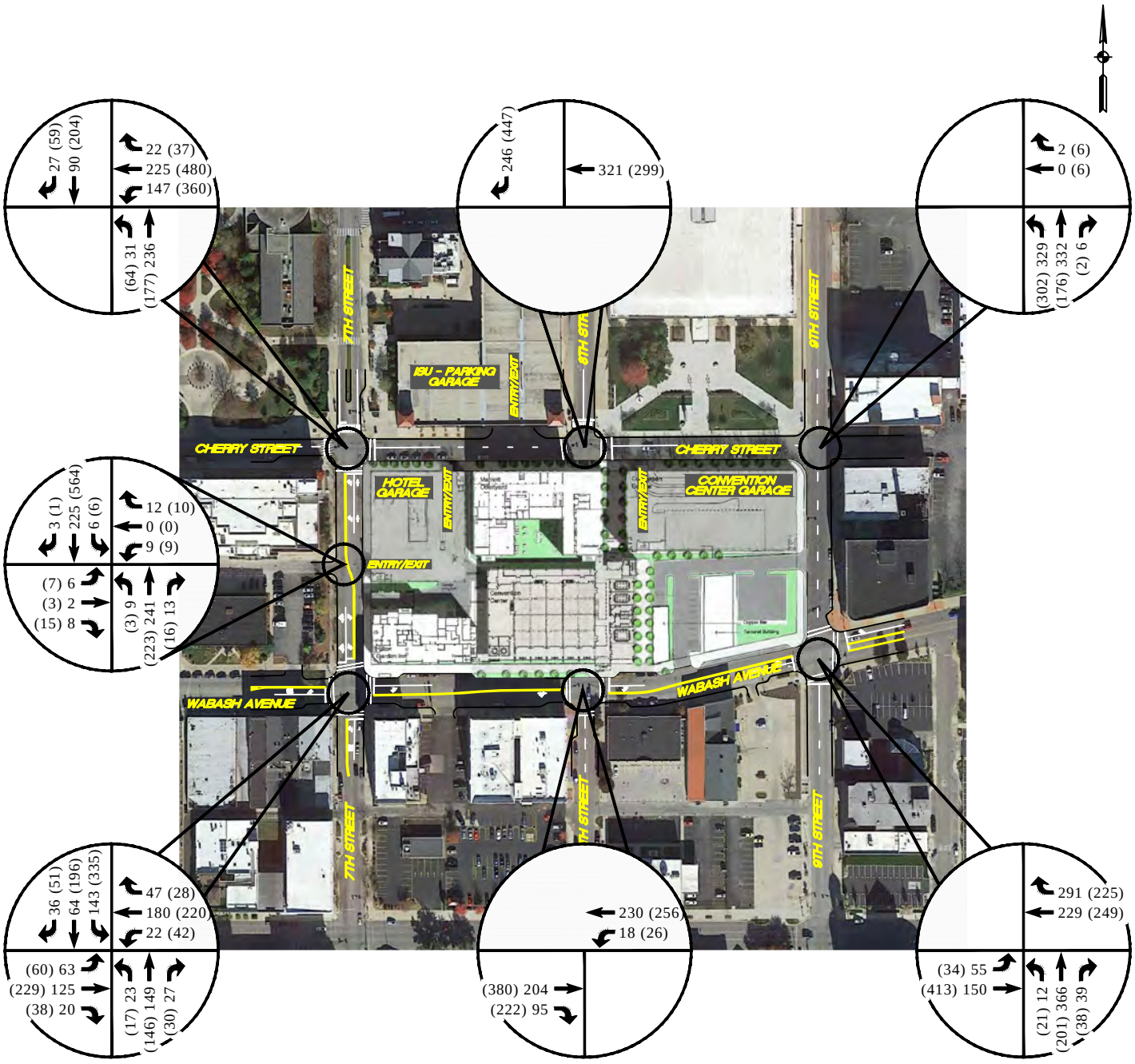

LEGEND

XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

FIGURE 4

RE-DISTRIBUTED EXISTING TRAFFIC VOLUMES

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GENERATED TRAFFIC VOLUMES FOR PROPOSED DEVELOPMENT

The maximum capacity of the convention center for a single event is expected to be approximately 1,000 people. Given this maximum attendance number and assuming a 1.2 people per vehicle occupancy yields 833 vehicles would be generated by the convention center. For the purpose of this project, it was assumed 30% of the convention center attendees would stay at the hotels near the convention center. Thus, 30% of these vehicles (250) were assigned to the hotel parking garage. The remaining 583 vehicles were then assigned to the convention center garage. However, the maximum capacity of the convention center garage is 458 parking spaces. Thus, the remaining 125 vehicles were assigned to the nearby ISU parking garage located north of Cherry Street between 7th Street and 8th Street. In order to create a worse case traffic scenario all vehicles were assumed to arrive during the AM peak hour and depart during the PM peak hour of the adjacent roadway system. **Table 1** is a summary of the trips at each of the garages.

TABLE 1 – DISTRIBUTION OF GENERATED TRAFFIC VOLUMES

DEVELOPMENT INFORMATION	GENERATED TRIPS			
LAND USE	AM ENTER	AM EXIT	PM ENTER	PM EXIT
Convention Center Parking Garage	458	0	0	458
Hotel Parking Garage	250	0	0	250
ISU Parking Garage	125	0	0	125
Total	**833**	**0**	**0**	**833**

ASSIGNMENT AND DISTRIBUTION OF GENERATED TRIPS

The 833 trips outlined above were assigned and distributed to the parking garage access drives and onto the adjacent roadways. The assignment and distribution were based on the location of the site in relation to major regional roadways and the expectation that the majority of major convention center event attendees and hotel users would be travelling from locations outside of Terre Haute.

Figures 5A and **5B** illustrate the assignment and distribution of generated traffic volumes for the hotel portion of the proposed development and the convention center, respectively.

GENERATED TRIPS ADDED TO THE STREET SYSTEM

The total generated traffic volumes that can be expected from the proposed development have been assigned to each of the study intersections. These volumes were determined based on the previously discussed trip generation data, assignment of generated traffic and distribution of generated traffic. The total peak hour generated traffic volumes from the proposed development are shown in **Figure 6**, while the **Figure 7** shows the sum of redistributed traffic volumes and generated traffic volumes from the proposed development.

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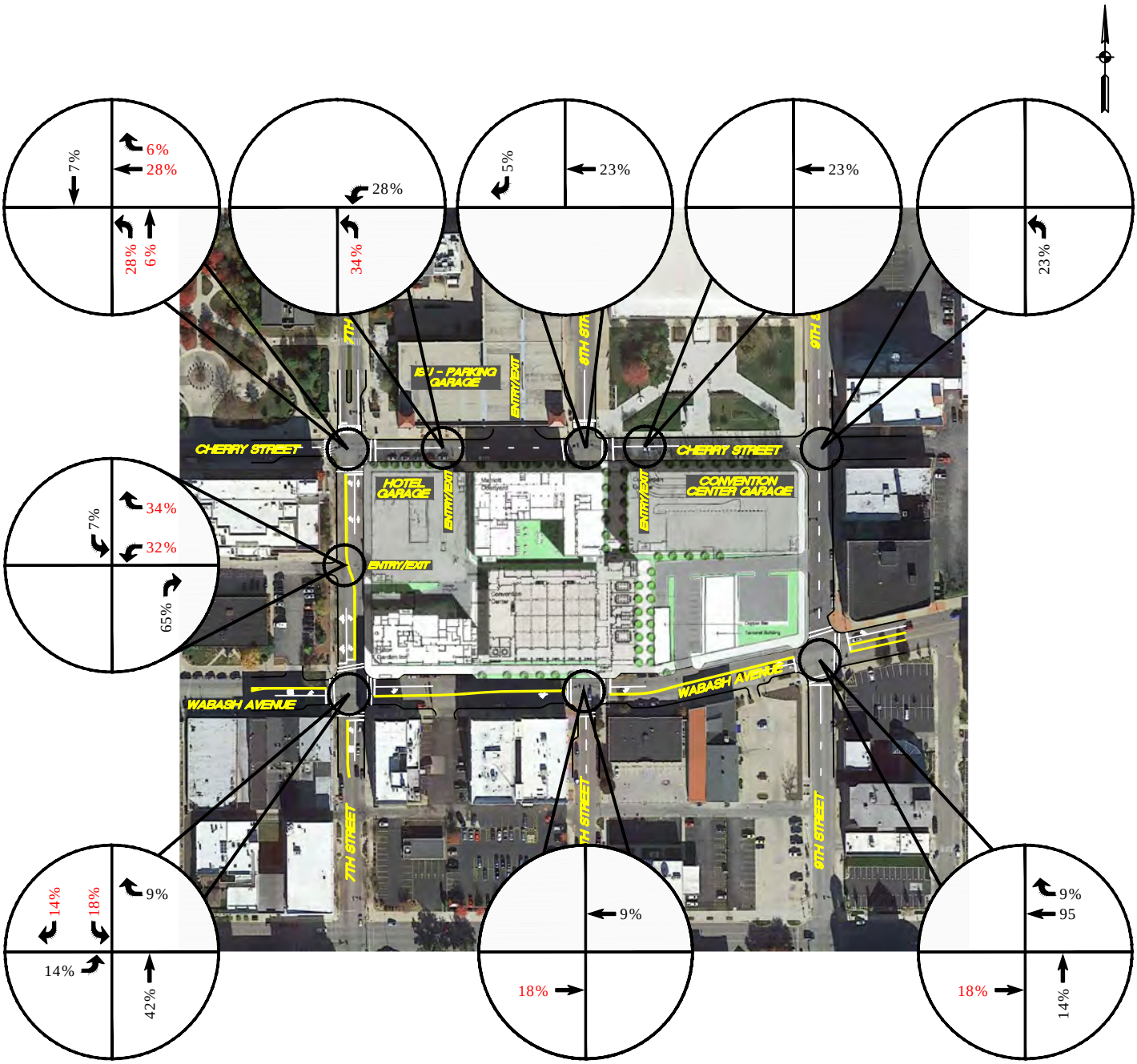

LEGEND

XX = INBOUND TRAFFIC

XX = OUTBOUND TRAFFIC

* = NEGLIGIBLE

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FIGURE 5A

ASSIGNMENT & DISTRIBUTION OF GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT (HOTEL)

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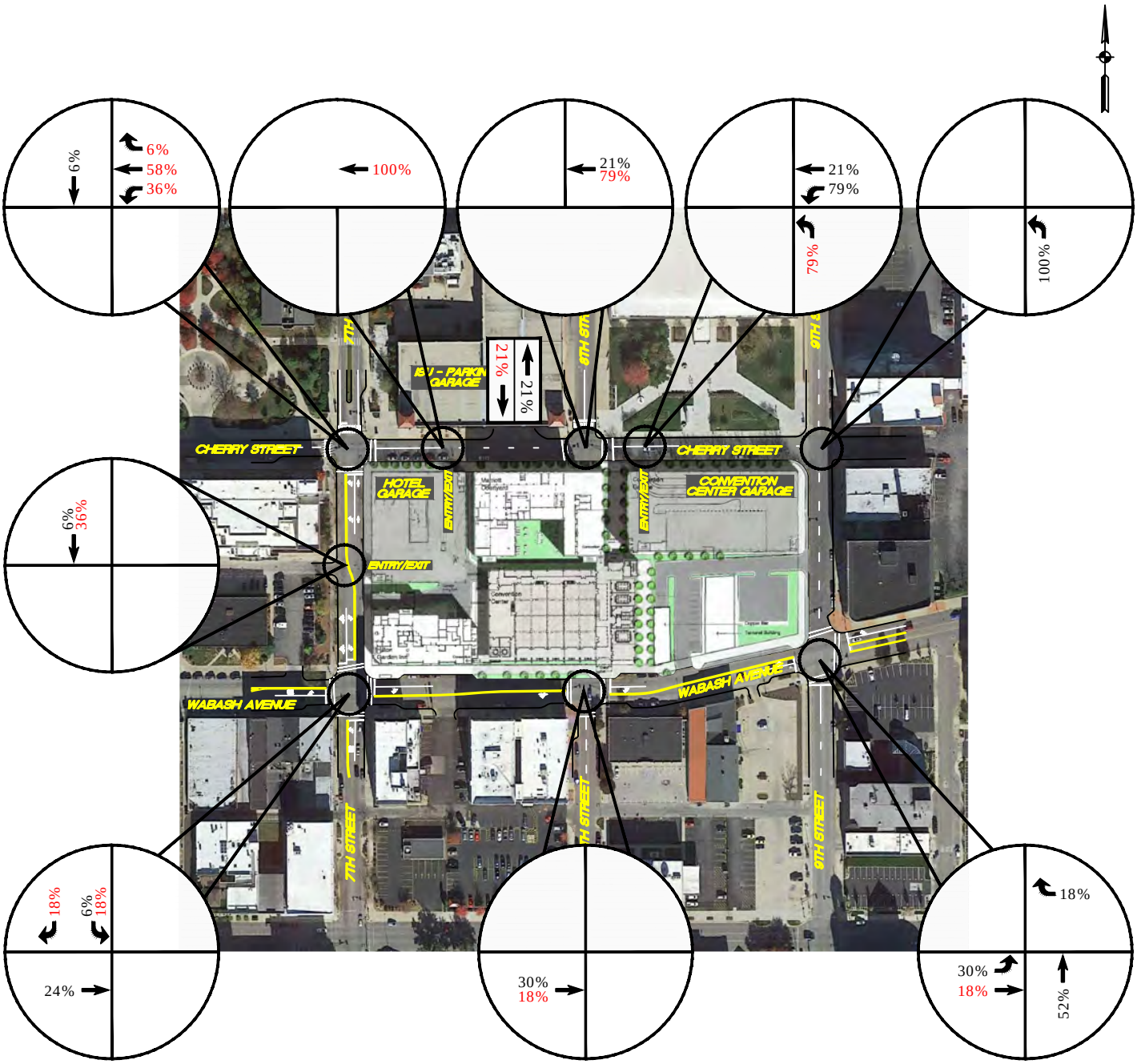

LEGEND

XX = INBOUND TRAFFIC

XX = OUTBOUND TRAFFIC

* = NEGLIGIBLE

FIGURE 5B

ASSIGNMENT & DISTRIBUTION OF GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT (CONVENTION CENTER)

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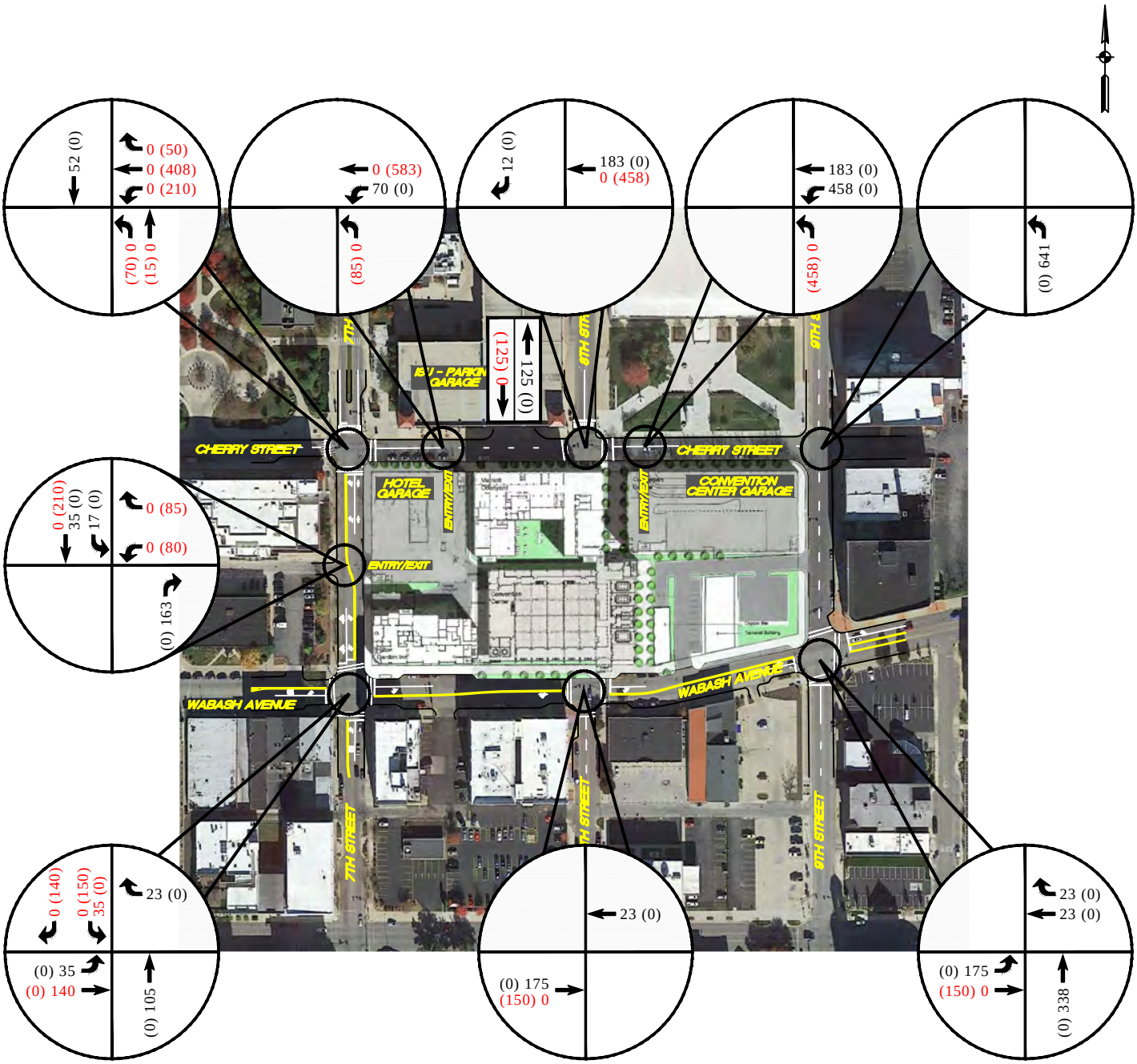

LEGEND

XX = A.M. INBOUND TRAFFIC
(XX) = P.M. INBOUND TRAFFIC
XX = A.M. OUTBOUND TRAFFIC
(XX) = P.M. OUTBOUND TRAFFIC
* = NEGLIGIBLE

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FIGURE 6

TOTAL GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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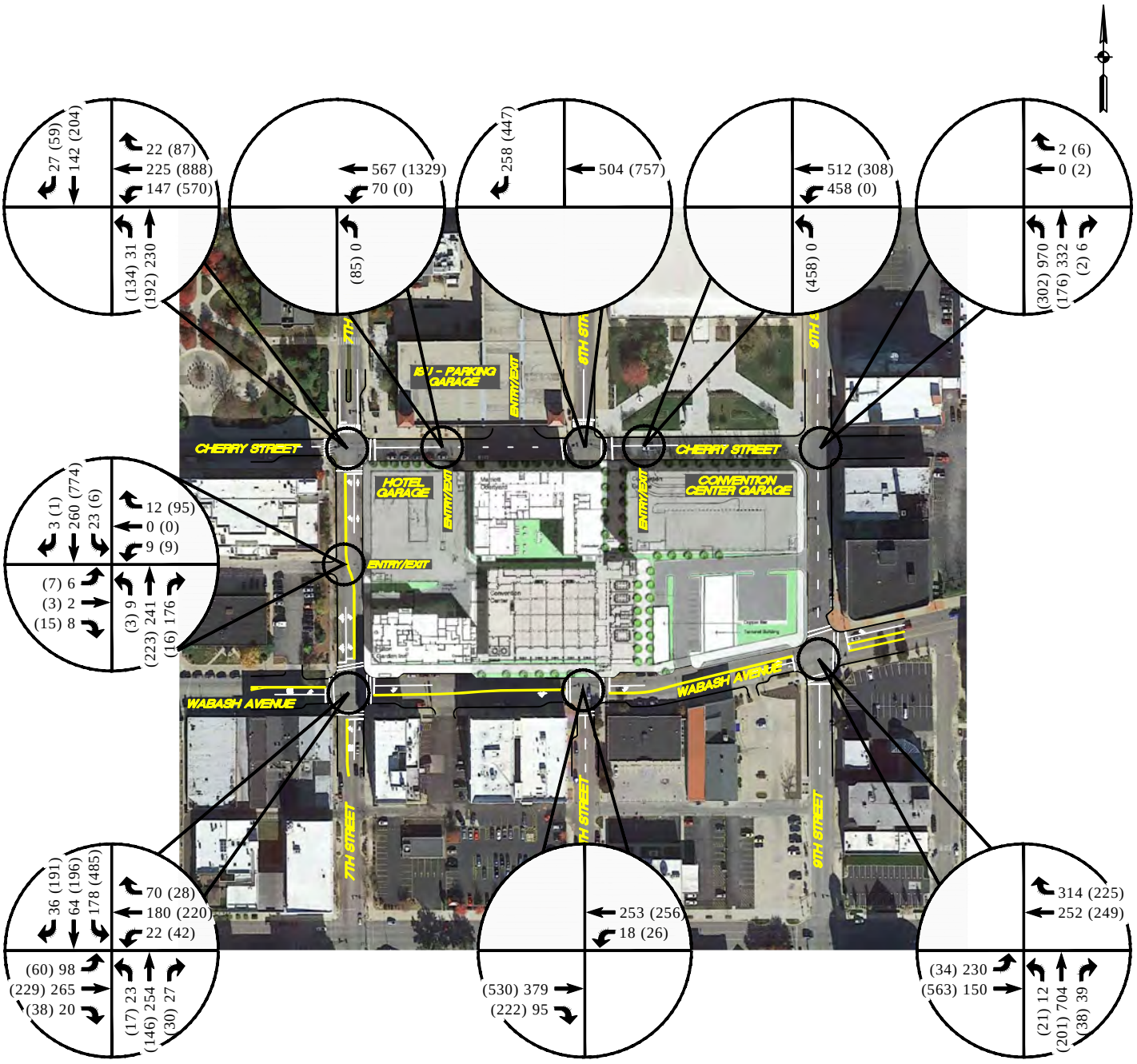

LEGEND

XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

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FIGURE 7

SUM OF RE-DISTRIBUTED EXISTING TRAFFIC VOLUMES & GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/SimTraffic*[1].This program allows intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 6th Edition)*[2]. The following list shows the delays related to the levels of service for unsignalized and signalized intersections:

Level of Service	Control Delay (seconds/vehicle)	
	UNSIGNALIZED	SIGNALIZED
A	Less than or equal to 10	Less than or equal to 10
B	Between 10.1 and 15	Between 10.1 and 20
C	Between 15.1 and 25	Between 20.1 and 35
D	Between 25.1 and 35	Between 35.1 and 55
E	Between 35.1 and 50	Between 55.1 and 80
F	greater than 50	greater than 80

CAPACITY ANALYSIS SCENARIOS

To evaluate the proposed development's effect on the public street system, a series of traffic volume scenarios were analyzed to determine the adequacy of the existing roadway network. From this analysis, necessary recommendations can be made to improve the public street system so it will accommodate the future traffic volumes. An analysis has been made for the peak hours at each of the study intersections for the following traffic volume scenarios:

Scenario 1: Existing Traffic Volumes – Based on existing peak hour traffic volumes and existing intersection conditions. **Figure 3** is a summary of these traffic volumes.

Scenario 2: Redistributed Traffic Volumes – Based on redistributed peak hour traffic volumes and existing intersection conditions. **Figure 4** is a summary of these traffic volumes.

Scenario 3: Proposed Development Traffic Volumes – Based on the sum of redistributed peak hour traffic volumes and total generated traffic volumes from proposed development. **Figure 7** is a summary of these traffic volumes.

[1] *Synchro/SimTraffic 10.2*, Trafficware, 2018.

[2] *Highway Capacity Manual (HCM), 6th Edition* Transportation Research Board, National Research Council, Washington, DC, 2016.

The following table summarizes the level of service results at each study intersection. The *Synchro* (*HCM 6th Edition*) intersection reports illustrating the capacity analysis results are included in the **Appendix**.

TABLE 3 – LEVEL OF SERVICE SUMMARY: 7TH STREET & CHERRY STREET

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	A	A	A	A	A	C
Southbound Approach	A	B	B	B	B	C
Westbound Approach	A	A	A	B	B	B
Intersection	**A**	**A**	**A**	**A**	**B**	**B**

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Redistributed Traffic Volumes with Existing Intersection Conditions.

SCENARIO 3: Sum of Redistributed Traffic Volumes and Generated Traffic Volumes from the Proposed Development with Existing Intersection Conditions.

TABLE 4 – LEVEL OF SERVICE SUMMARY: 7TH STREET & PARKING ACCESS/HOTEL PARKING GARAGE

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Left-Turn	A	A	A	A	A	A
Southbound Left-Turn	A	A	A	A	A	A
Eastbound Approach	B	B	C	B	C	C
Westbound Approach	B	B	C	B	C	F

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Redistributed Traffic Volumes with Existing Intersection Conditions.

SCENARIO 3: Sum of Redistributed Traffic Volumes and Generated Traffic Volumes from the Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection geometrics are assumed to include the construction of the westbound access drive with one inbound lane and one outbound lane for the parking garage.

TABLE 5 – LEVEL OF SERVICE SUMMARY: 7TH STREET & WABASH AVENUE

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	A	A	A	A	A	A
Southbound Approach	A	A	B	A	A	A
Eastbound Approach	A	A	B	A	B	B
Westbound Approach	A	A	B	A	B	B
Intersection	**A**	**A**	**B**	**A**	**A**	**B**

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Redistributed Traffic Volumes with Existing Intersection Conditions.

SCENARIO 3: Sum of Redistributed Traffic Volumes and Generated Traffic Volumes from the Proposed Development with Existing Intersection Conditions.

TABLE 6 – LEVEL OF SERVICE SUMMARY: 8TH STREET & CHERRY STREET

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Southbound Approach	A	A	A	A	A	A
Westbound Approach	A	A	A	A	A	A
Intersection	**A**	**A**	**A**	**A**	**A**	**A**

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Redistributed Traffic Volumes with Proposed Intersection Conditions*.

SCENARIO 3: Sum of Redistributed Traffic Volumes and Generated Traffic Volumes from the Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include elimination of the southbound through movement (south leg).

TABLE 7 – LEVEL OF SERVICE SUMMARY: 8TH STREET & WABASH AVENUE

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Southbound Approach	A	-	-	A	-	-
Eastbound Approach	A	A	A	A	A	A
Westbound Approach	A	A	A	A	A	A
Intersection	**A**	**A**	**A**	**A**	**A**	**A**

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Redistributed Traffic Volumes with Proposed Intersection Conditions*.

SCENARIO 3: Sum of Redistributed Traffic Volumes and Generated Traffic Volumes from the Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection conditions include elimination of the southbound through movement (north leg).

TABLE 8 – LEVEL OF SERVICE SUMMARY: 9TH STREET & CHERRY STREET

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Westbound Approach	B	B	B	A	A	A

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Redistributed Traffic Volumes with Existing Intersection Conditions.

SCENARIO 3: Sum of Redistributed Traffic Volumes and Generated Traffic Volumes from the Proposed Development with Existing Intersection Conditions.

TABLE 9 – LEVEL OF SERVICE SUMMARY: 9TH STREET & WABASH AVENUE

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	A	A	B	A	A	A
Eastbound Approach	A	A	B	A	A	A
Westbound Approach	A	A	A	A	A	A
Intersection	**A**	**A**	**B**	**A**	**A**	**A**

DESCRIPTION OF SCENARIOS:

SCENARIO 1: Existing Traffic Volumes with Existing Intersection Conditions.

SCENARIO 2: Redistributed Traffic Volumes with Existing Intersection Conditions.

SCENARIO 3: Sum of Redistributed Traffic Volumes and Generated Traffic Volumes from the Proposed Development with Existing Intersection Conditions.

TABLE 10 – LEVEL OF SERVICE SUMMARY: CHERRY STREET & HOTEL PARKING GARAGE

APPROACH	AM PEAK	PM PEAK
	Scenario 3	Scenario 3
Northbound Approach	A	C

DESCRIPTION OF SCENARIOS:

SCENARIO 3: Sum of Redistributed Traffic Volumes and Generated Traffic Volumes from the Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection geometrics are assumed to include the construction of the northbound Garage Parking access drive with one inbound lane and one outbound lane.

TABLE 11 – LEVEL OF SERVICE SUMMARY: CHERRY STREET & CONVENTION CENTER PARKING GARAGE

APPROACH	AM PEAK	PM PEAK
	Scenario 3	Scenario 3
Northbound Approach	A	C

DESCRIPTION OF SCENARIOS:

SCENARIO 3: Sum of Redistributed Traffic Volumes and Generated Traffic Volumes from the Proposed Development with Proposed Intersection Conditions*.

*The proposed intersection geometrics are assumed to include the construction of the northbound Garage Parking access drive with one inbound lane and one outbound lane.

CONCLUSIONS & RECOMMENDATIONS

The conclusions that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, queue length analysis, capacity analyses/level of service results, turn lane analysis and a field review conducted at the site. Based on the analysis and the resulting conclusions of this study, the following recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the site.

7TH STREET & CHERRY STREET

Capacity analyses for all scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during both AM and PM peak hours. Hence, no improvements are needed at this location.

7TH STREET & PARKING ACCESS/HOTEL PARKING GARAGE

Capacity analysis for the proposed development traffic volumes scenario has shown that the westbound approach to this intersection will experience increased delays during the PM peak hour. Therefore, it might be desirable to use a traffic control officer at this location during peak exiting times.

7TH STREET & WABASH AVENUE

Capacity analyses for all scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during both AM and PM peak hours. Hence, no improvements are needed at this location.

8TH STREET & CHERRY STREET

Capacity analyses for all scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during both AM and PM peak hours. Hence, no improvements are needed at this location.

8TH STREET & WABASH AVENUE

Capacity analyses for all scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during both AM and PM peak hours. Hence, no improvements are needed at this location.

9TH STREET & CHERRY STREET

Capacity analyses for all scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during both AM and PM peak hours. Hence, no improvements are needed at this location.

9TH STREET & WABASH AVENUE

Capacity analyses for all scenarios have shown that this intersection operates and will continue to operate at acceptable levels of service during both AM and PM peak hours. Hence, no improvements are needed at this location.

CHERRY STREET & HOTEL PARKING GARAGE

Capacity analysis has shown that this intersection will operate at a LOS A and LOS C during the AM and PM peak hours, respectively. However, it might be desirable to use a traffic control officer at this location during peak exiting times.

CHERRY STREET & CONVENTION CENTER PARKING GARAGE

Capacity analysis has shown that this intersection will operate at a LOS A and LOS C during the AM and PM peak hours, respectively. However, it might be desirable to use a traffic control officer at this location during peak exiting times.

TRAFFIC IMPACT STUDY

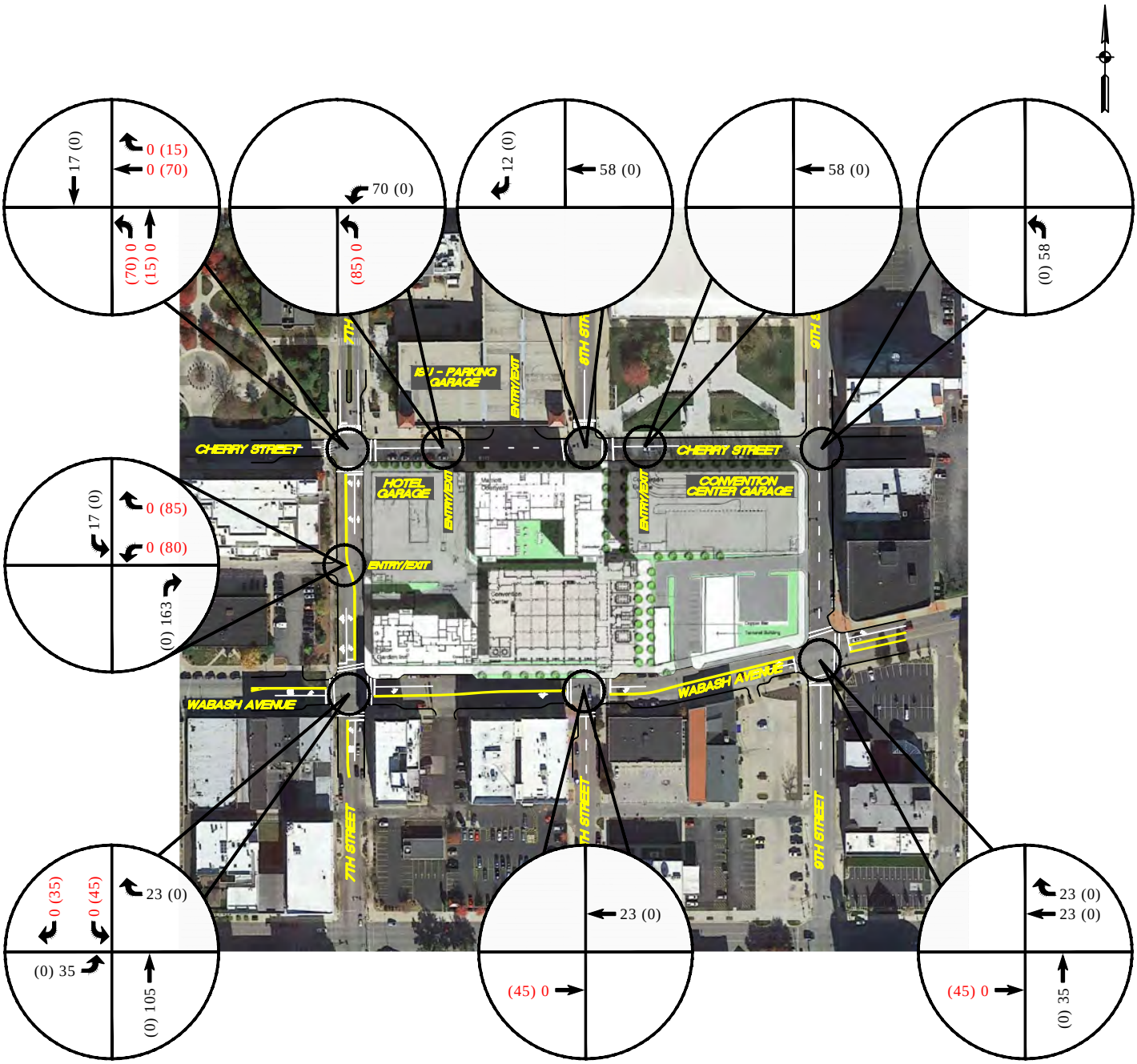
APPENDIX

A&F ENGINEERING
Transportation & Site Engineering
Creating Order Since 1966

8365 Keystone Crossing Boulevard, Suite 201
Indianapolis, IN 46240
Phone: (317) 202-0864 Fax: (317) 202-0908

ADDITIONAL FIGURES

A&F ENGINEERING
Transportation & Site Engineering
Creating Order Since 1966



LEGEND

XX = A.M. INBOUND TRAFFIC
(XX) = P.M. INBOUND TRAFFIC
XX = A.M. OUTBOUND TRAFFIC
(XX) = P.M. OUTBOUND TRAFFIC
* = NEGLIGIBLE

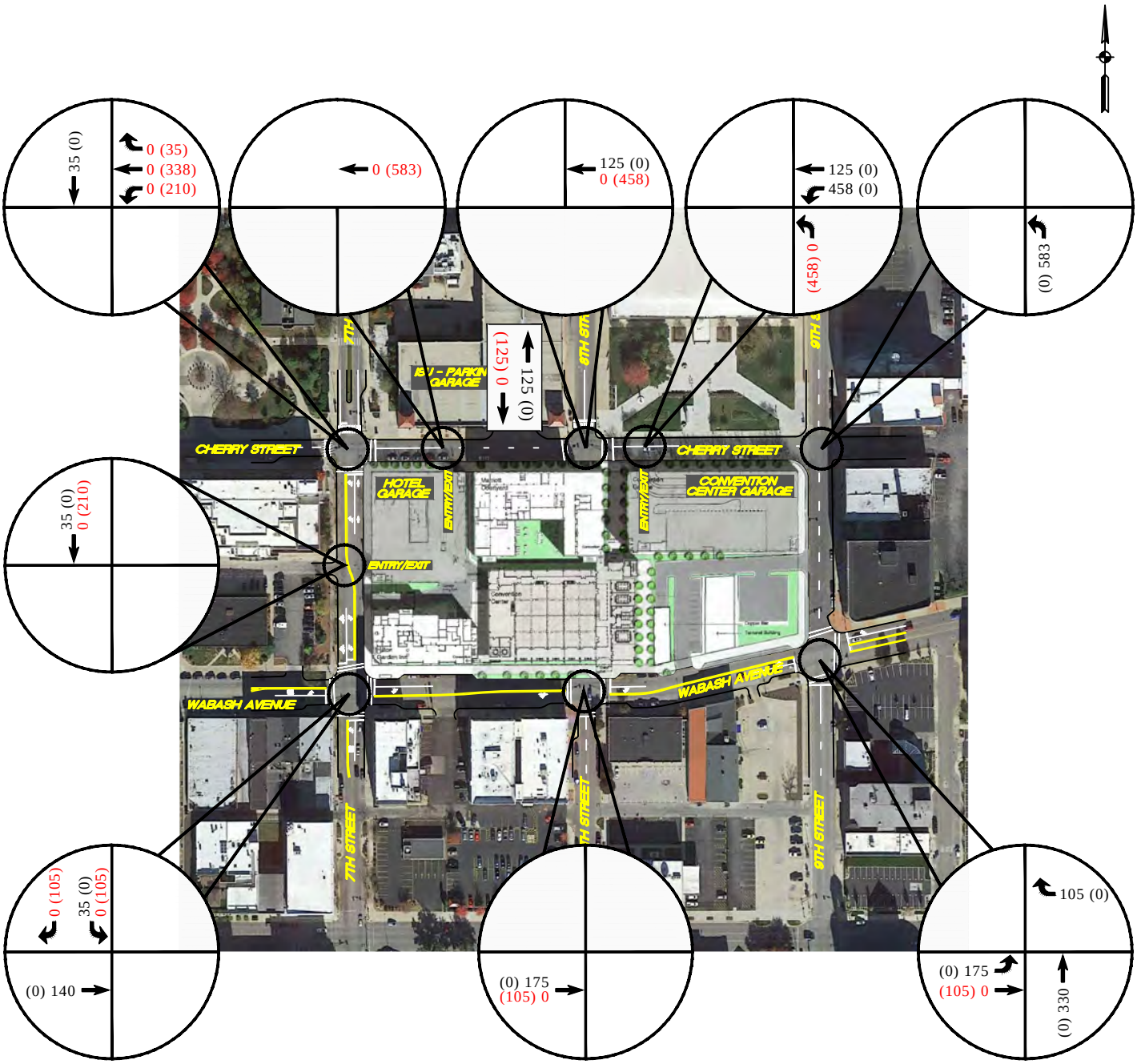
TRAFFIC IMPACT STUDY
NATIONS GROUP
TERRE HAUTE, IN

FIGURE A

GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT (HOTEL)

Z:\2018\18073S-Nations Group, Terre Haute Convention Center\18073S-EXH.DWG 1=1 9-27-18 AF

A&F ENGINEERING
Transportation & Site Engineering
Creating Order Since 1968



LEGEND

XX = A.M. INBOUND TRAFFIC
(XX) = P.M. INBOUND TRAFFIC
XX = A.M. OUTBOUND TRAFFIC
(XX) = P.M. OUTBOUND TRAFFIC
* = NEGLIGIBLE

TRAFFIC IMPACT STUDY
NATIONS GROUP
TERRE HAUTE, IN

FIGURE B

GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT (CONVENTION CENTER)

Z:\2018\18073S-Nations Group, Terre Haute Convention Center\18073S-EXH.DWG 1=1 9-27-18 AF

7TH STREET & CHERRY STREET

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

7th St & Cherry St - TMC
Tue Sep 25, 2018
Full Length (6AM-9AM, 4PM-7PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569790, Location: 39.467573, -87.407053

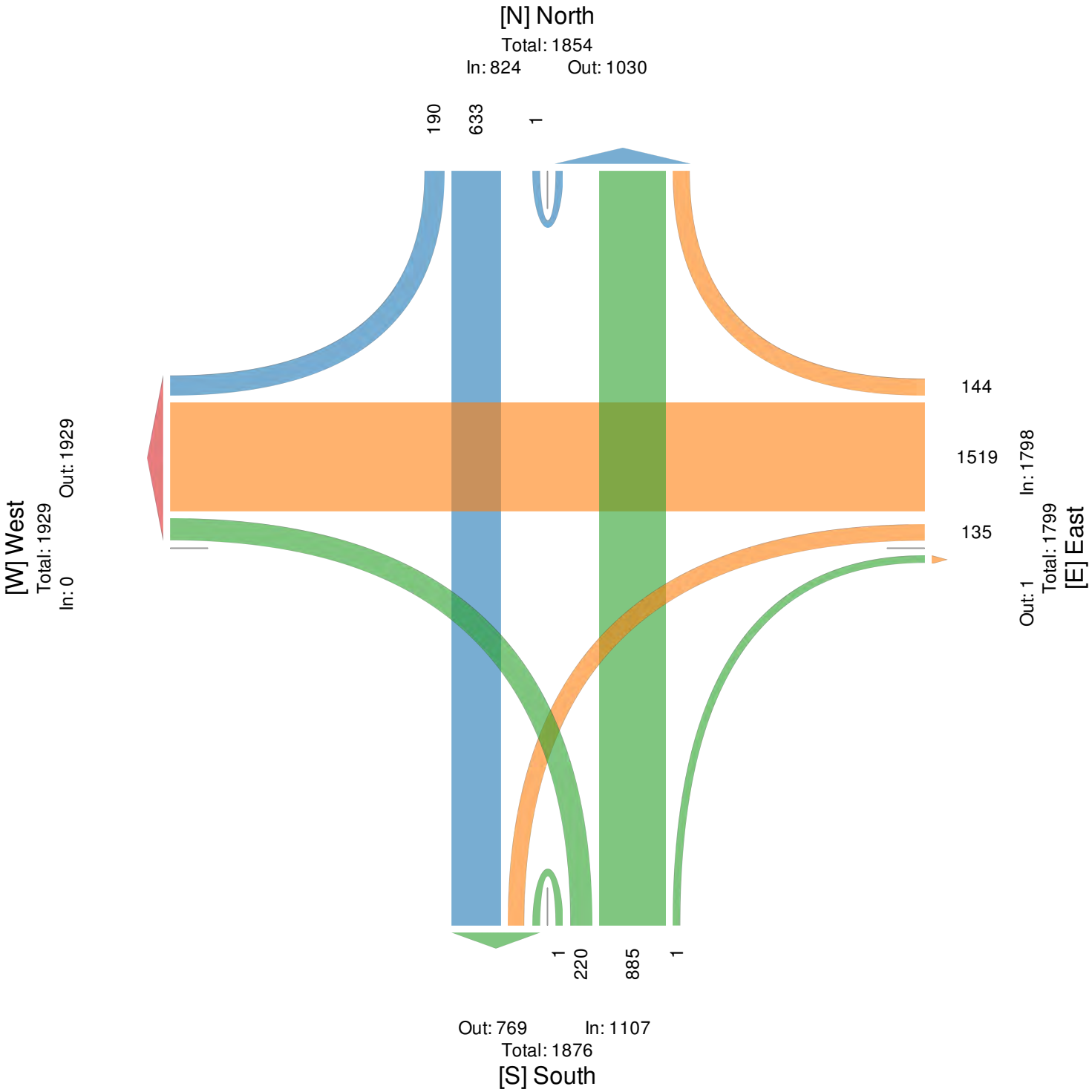
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2018-09-25 4:00PM	14	38	1	0	**53**	0	31	11	0	**42**	0	0	0	0	**0**	3	80	3	0	**86**	**181**
4:15PM	15	31	0	0	**46**	0	41	14	0	**55**	0	0	0	0	**0**	8	72	5	0	**85**	**186**
4:30PM	18	44	0	1	**63**	0	47	16	0	**63**	0	0	0	0	**0**	23	125	16	0	**164**	**290**
4:45PM	17	45	0	0	**62**	0	54	13	0	**67**	0	0	0	0	**0**	28	125	9	0	**162**	**291**
Hourly Total	64	158	1	1	**224**	0	173	54	0	**227**	0	0	0	0	**0**	62	402	33	0	**497**	**948**
5:00PM	19	48	0	0	**67**	0	53	13	0	**66**	0	0	0	0	**0**	7	145	7	0	**159**	**292**
5:15PM	10	40	0	0	**50**	0	50	17	0	**67**	0	0	0	0	**0**	12	85	5	0	**102**	**219**
5:30PM	18	39	0	0	**57**	0	27	11	0	**38**	0	0	0	0	**0**	5	74	7	0	**86**	**181**
5:45PM	9	29	0	0	**38**	0	36	12	0	**48**	0	0	0	0	**0**	10	69	8	0	**87**	**173**
Hourly Total	56	156	0	0	**212**	0	166	53	0	**219**	0	0	0	0	**0**	34	373	27	0	**434**	**865**
6:00PM	12	33	0	0	**45**	0	31	5	0	**36**	0	0	0	0	**0**	6	88	12	0	**106**	**187**
6:15PM	6	43	0	0	**49**	0	38	8	1	**47**	0	0	0	0	**0**	2	59	9	0	**70**	**166**
6:30PM	9	46	0	0	**55**	0	38	9	0	**47**	0	0	0	0	**0**	7	53	12	0	**72**	**174**
6:45PM	12	54	0	0	**66**	0	26	9	0	**35**	0	0	0	0	**0**	2	66	9	0	**77**	**178**
Hourly Total	39	176	0	0	**215**	0	133	31	1	**165**	0	0	0	0	**0**	17	266	42	0	**325**	**705**
7:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2018-09-26 6:00AM	2	5	0	0	**7**	0	2	0	0	**2**	0	0	0	0	**0**	0	7	0	0	**7**	**16**
6:15AM	4	8	0	0	**12**	0	5	3	0	**8**	0	0	0	0	**0**	1	11	0	0	**12**	**32**
6:30AM	3	10	0	0	**13**	0	3	1	0	**4**	0	0	0	0	**0**	1	15	0	0	**16**	**33**
6:45AM	4	9	0	0	**13**	0	9	3	0	**12**	0	0	0	0	**0**	1	31	1	0	**33**	**58**
Hourly Total	13	32	0	0	**45**	0	19	7	0	**26**	0	0	0	0	**0**	3	64	1	0	**68**	**139**
7:00AM	3	3	0	0	**6**	0	8	1	0	**9**	0	0	0	0	**0**	4	26	0	0	**30**	**45**
7:15AM	2	22	0	0	**24**	0	7	3	0	**10**	0	0	0	0	**0**	1	53	2	0	**56**	**90**
7:30AM	5	43	0	0	**48**	0	18	8	0	**26**	0	0	0	0	**0**	0	50	9	0	**59**	**133**
7:45AM	7	65	0	0	**72**	0	19	6	0	**25**	0	0	0	0	**0**	1	60	8	0	**69**	**166**
Hourly Total	17	133	0	0	**150**	0	52	18	0	**70**	0	0	0	0	**0**	6	189	19	0	**214**	**434**
8:00AM	4	47	0	0	**51**	0	18	4	0	**22**	0	0	0	0	**0**	6	52	5	0	**63**	**136**
8:15AM	4	35	0	0	**39**	0	19	3	0	**22**	0	0	0	0	**0**	3	44	5	0	**52**	**113**
8:30AM	11	63	0	0	**74**	0	29	6	0	**35**	0	0	0	0	**0**	1	70	7	0	**78**	**187**
8:45AM	12	85	0	0	**97**	0	24	14	0	**38**	0	0	0	0	**0**	3	59	5	0	**67**	**202**
Hourly Total	31	230	0	0	**261**	0	90	27	0	**117**	0	0	0	0	**0**	13	225	22	0	**260**	**638**
9:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total	220	885	1	1	**1107**	0	633	190	1	**824**	0	0	0	0	**0**	135	1519	144	0	**1798**	**3729**
% Approach	19.9%	79.9%	0.1%	0.1%	-	0%	76.8%	23.1%	0.1%	-	0%	0%	0%	0%	-	7.5%	84.5%	8.0%	0%	-	-
% Total	5.9%	23.7%	0%	0%	**29.7%**	0%	17.0%	5.1%	0%	**22.1%**	0%	0%	0%	0%	**0%**	3.6%	40.7%	3.9%	0%	**48.2%**	-
Lights and Motorcycles	220	868	1	1	**1090**	0	630	185	1	**816**	0	0	0	0	**0**	128	1478	142	0	**1748**	3654
% Lights and Motorcycles	100%	98.1%	100%	100%	**98.5%**	0%	99.5%	97.4%	100%	**99.0%**	0%	0%	0%	0%	-	94.8%	97.3%	98.6%	0%	**97.2%**	98.0%
Heavy	0	17	0	0	**17**	0	3	5	0	**8**	0	0	0	0	**0**	7	41	2	0	**50**	75
% Heavy	0%	1.9%	0%	0%	**1.5%**	0%	0.5%	2.6%	0%	**1.0%**	0%	0%	0%	0%	-	5.2%	2.7%	1.4%	0%	**2.8%**	2.0%

*L: Left, R: Right, T: Thru, U: U-Turn

7th St & Cherry St - TMC
Tue Sep 25, 2018
Full Length (6AM-9AM, 4PM-7PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569790, Location: 39.467573, -87.407053

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



7th St & Cherry St - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569790, Location: 39.467573, -87.407053

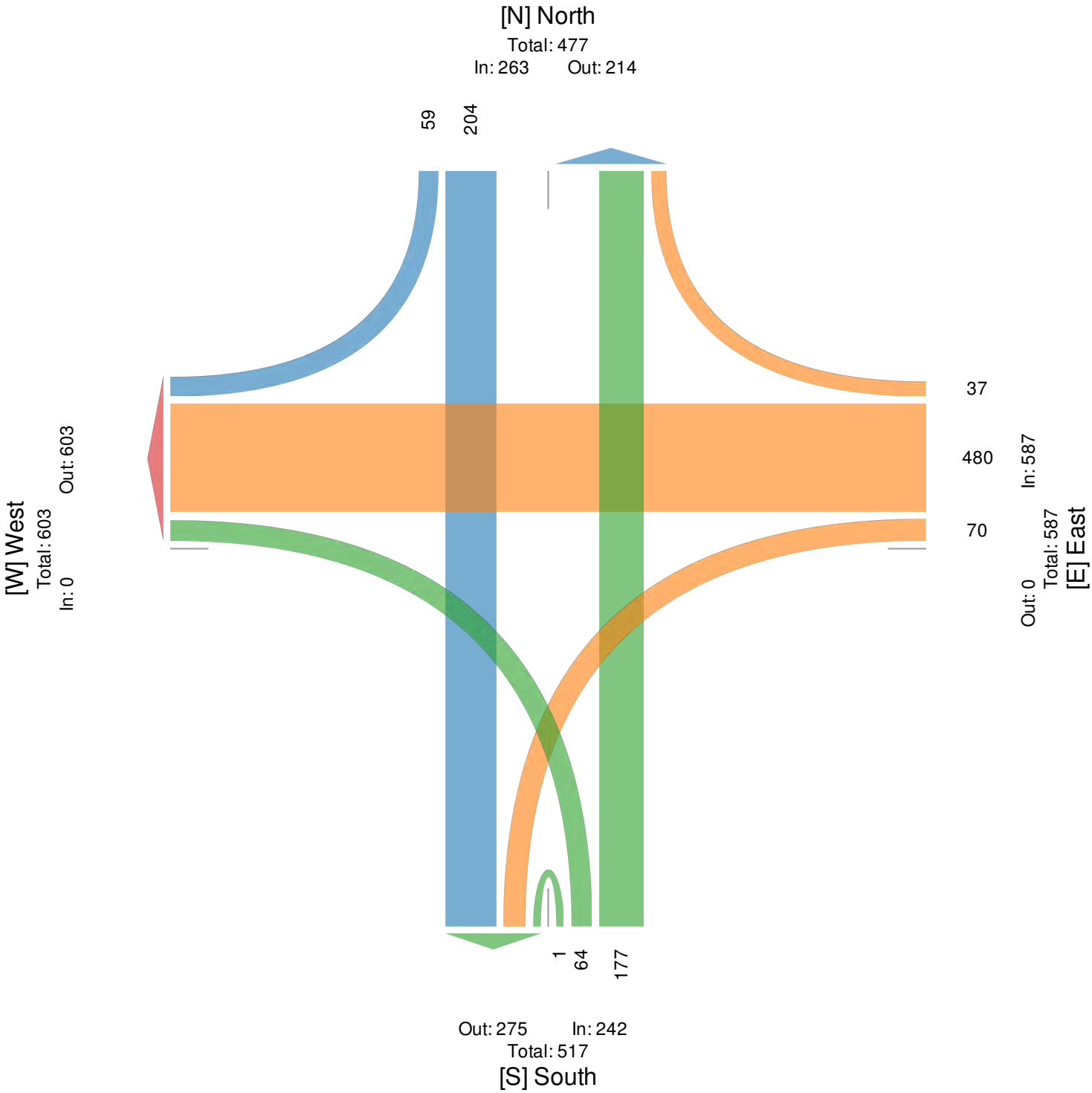
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201,
Indianapolis, IN, 46240, US

Leg / Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2018-09-25 4:30PM	18	44	0	1	**63**	0	47	16	0	**63**	0	0	0	0	**0**	23	125	16	0	**164**	**290**
4:45PM	17	45	0	0	**62**	0	54	13	0	**67**	0	0	0	0	**0**	28	125	9	0	**162**	**291**
5:00PM	19	48	0	0	**67**	0	53	13	0	**66**	0	0	0	0	**0**	7	145	7	0	**159**	**292**
5:15PM	10	40	0	0	**50**	0	50	17	0	**67**	0	0	0	0	**0**	12	85	5	0	**102**	**219**
Total	64	177	0	1	**242**	0	204	59	0	**263**	0	0	0	0	**0**	70	480	37	0	**587**	**1092**
% Approach	26.4%	73.1%	0%	0.4%	-	0%	77.6%	22.4%	0%	-	0%	0%	0%	0%	-	11.9%	81.8%	6.3%	0%	-	-
% Total	5.9%	16.2%	0%	0.1%	**22.2%**	0%	18.7%	5.4%	0%	**24.1%**	0%	0%	0%	0%	**0%**	6.4%	44.0%	3.4%	0%	**53.8%**	-
PHF	0.842	0.922	-	0.250	**0.903**	-	0.944	0.868	-	**0.981**	-	-	-	-	-	0.625	0.828	0.578	-	**0.895**	0.935
Lights and Motorcycles	64	175	0	1	**240**	0	204	58	0	**262**	0	0	0	0	**0**	70	474	37	0	**581**	1083
% Lights and Motorcycles	100%	98.9%	0%	100%	**99.2%**	0%	100%	98.3%	0%	**99.6%**	0%	0%	0%	0%	-	100%	98.8%	100%	0%	**99.0%**	99.2%
Heavy	0	2	0	0	**2**	0	0	1	0	**1**	0	0	0	0	**0**	0	6	0	0	**6**	9
% Heavy	0%	1.1%	0%	0%	**0.8%**	0%	0%	1.7%	0%	**0.4%**	0%	0%	0%	0%	-	0%	1.3%	0%	0%	**1.0%**	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

7th St & Cherry St - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569790, Location: 39.467573, -87.407053

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



7th St & Cherry St - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 8AM - 9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569790, Location: 39.467573, -87.407053

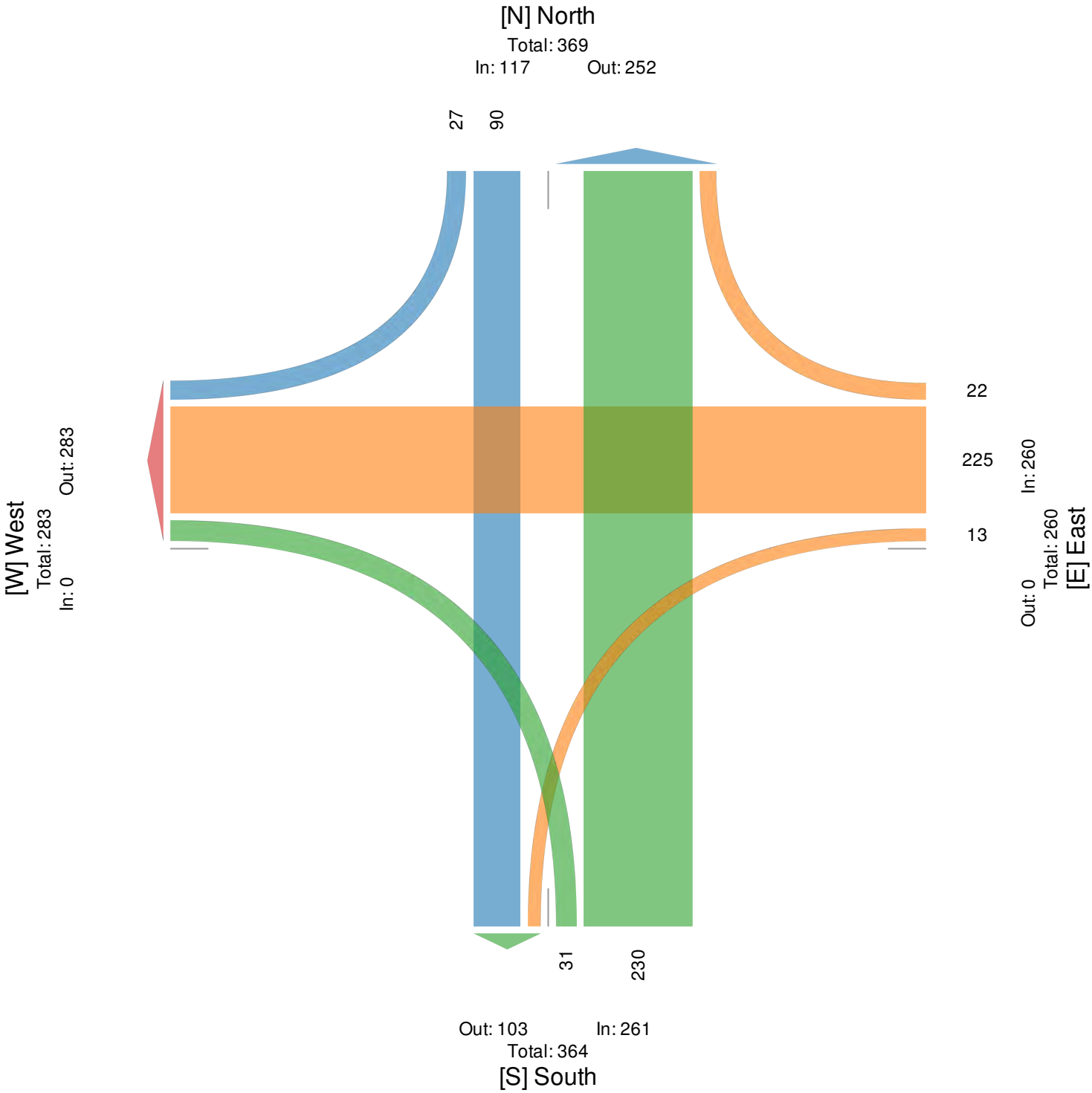
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2018-09-26 8:00AM	4	47	0	0	**51**	0	18	4	0	**22**	0	0	0	0	**0**	6	52	5	0	**63**	**136**
8:15AM	4	35	0	0	**39**	0	19	3	0	**22**	0	0	0	0	**0**	3	44	5	0	**52**	**113**
8:30AM	11	63	0	0	**74**	0	29	6	0	**35**	0	0	0	0	**0**	1	70	7	0	**78**	**187**
8:45AM	12	85	0	0	**97**	0	24	14	0	**38**	0	0	0	0	**0**	3	59	5	0	**67**	**202**
Total	31	230	0	0	**261**	0	90	27	0	**117**	0	0	0	0	**0**	13	225	22	0	**260**	**638**
% Approach	11.9%	88.1%	0%	0%	-	0%	76.9%	23.1%	0%	-	0%	0%	0%	0%	-	5.0%	86.5%	8.5%	0%	-	-
% Total	4.9%	36.1%	0%	0%	**40.9%**	0%	14.1%	4.2%	0%	**18.3%**	0%	0%	0%	0%	**0%**	2.0%	35.3%	3.4%	0%	**40.8%**	-
PHF	0.646	0.676	-	-	**0.673**	-	0.776	0.482	-	**0.770**	-	-	-	-	-	0.542	0.804	0.786	-	**0.833**	0.790
Lights and Motorcycles	31	222	0	0	**253**	0	89	26	0	**115**	0	0	0	0	**0**	10	210	22	0	**242**	610
% Lights and Motorcycles	100%	96.5%	0%	0%	**96.9%**	0%	98.9%	96.3%	0%	**98.3%**	0%	0%	0%	0%	-	76.9%	93.3%	100%	0%	**93.1%**	95.6%
Heavy	0	8	0	0	**8**	0	1	1	0	**2**	0	0	0	0	**0**	3	15	0	0	**18**	28
% Heavy	0%	3.5%	0%	0%	**3.1%**	0%	1.1%	3.7%	0%	**1.7%**	0%	0%	0%	0%	-	23.1%	6.7%	0%	0%	**6.9%**	4.4%

*L: Left, R: Right, T: Thru, U: U-Turn

7th St & Cherry St - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 8AM - 9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569790, Location: 39.467573, -87.407053

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	13	225	22	31	236	0	0	90	27
Future Volume (veh/h)	0	0	0	13	225	22	31	236	0	0	90	27
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1796	1900	1900	1841	0	0	1885	1885
Adj Flow Rate, veh/h				16	285	28	39	299	0	0	114	34
Peak Hour Factor				0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %				0	7	0	0	4	0	0	1	1
Cap, veh/h				40	741	76	526	806	0	0	322	96
Arrive On Green				0.24	0.24	0.20	0.05	0.44	0.00	0.00	0.23	0.19
Sat Flow, veh/h				165	3050	313	1810	1841	0	0	1394	416
Grp Volume(v), veh/h				174	0	155	39	299	0	0	0	148
Grp Sat Flow(s),veh/h/ln				1788	0	1740	1810	1841	0	0	0	1810
Q Serve(g_s), s				2.0	0.0	1.9	0.4	2.7	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s				2.0	0.0	1.9	0.4	2.7	0.0	0.0	0.0	1.7
Prop In Lane				0.09		0.18	1.00		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				435	0	423	526	806	0	0	0	417
V/C Ratio(X)				0.40	0.00	0.37	0.07	0.37	0.00	0.00	0.00	0.35
Avail Cap(c_a), veh/h				1427	0	1389	874	2351	0	0	0	1590
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	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				7.9	0.0	8.0	6.2	4.7	0.0	0.0	0.0	8.2
Incr Delay (d2), s/veh				0.6	0.0	0.5	0.1	0.3	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.5	0.0	0.5	0.1	0.4	0.0	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				8.5	0.0	8.5	6.3	5.0	0.0	0.0	0.0	8.7
LnGrp LOS				A	A	A	A	A	A	A	A	A
Approach Vol, veh/h					329			338			148	
Approach Delay, s/veh					8.5			5.2			8.7	
Approach LOS					A			A			A	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	15.0		5.2	9.8		10.1
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0
Max Green Setting (Gmax), s	31.0		6.0	21.0		19.0
Max Q Clear Time (g_c+I1), s	4.7		2.4	3.7		4.0
Green Ext Time (p_c), s	1.8		0.0	0.7		1.6

Intersection Summary		
HCM 6th Ctrl Delay		7.2
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	70	480	37	64	177	0	0	204	59
Future Volume (veh/h)	0	0	0	70	480	37	64	177	0	0	204	59
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1885	1900	1900	1885	0	0	1900	1900
Adj Flow Rate, veh/h				74	511	39	68	188	0	0	217	63
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	1	0	0	1	0	0	0	0
Cap, veh/h				135	976	78	443	841	0	0	367	107
Arrive On Green				0.32	0.32	0.29	0.07	0.45	0.00	0.00	0.26	0.23
Sat Flow, veh/h				420	3043	243	1810	1885	0	0	1415	411
Grp Volume(v), veh/h				328	0	296	68	188	0	0	0	280
Grp Sat Flow(s),veh/h/ln				1864	0	1841	1810	1885	0	0	0	1826
Q Serve(g_s), s				5.0	0.0	4.5	0.9	2.1	0.0	0.0	0.0	4.6
Cycle Q Clear(g_c), s				5.0	0.0	4.5	0.9	2.1	0.0	0.0	0.0	4.6
Prop In Lane				0.23		0.13	1.00		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				598	0	591	443	841	0	0	0	474
V/C Ratio(X)				0.55	0.00	0.50	0.15	0.22	0.00	0.00	0.00	0.59
Avail Cap(c_a), veh/h				1088	0	1074	634	1760	0	0	0	1172
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	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				9.6	0.0	9.5	8.0	5.8	0.0	0.0	0.0	11.2
Incr Delay (d2), s/veh				0.8	0.0	0.7	0.2	0.1	0.0	0.0	0.0	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	0.0	1.4	0.2	0.5	0.0	0.0	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				10.4	0.0	10.1	8.2	6.0	0.0	0.0	0.0	12.4
LnGrp LOS				B	A	B	A	A	A	A	A	B
Approach Vol, veh/h					624			256			280	
Approach Delay, s/veh					10.3			6.6			12.4	
Approach LOS					B			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	19.3		6.4	12.9		15.0						
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0						
Max Green Setting (Gmax), s	31.0		6.0	21.0		19.0						
Max Q Clear Time (g_c+I1), s	4.1		2.9	6.6		7.0						
Green Ext Time (p_c), s	1.1		0.0	1.4		3.0						

Intersection Summary		
HCM 6th Ctrl Delay		10.0
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	147	225	22	31	236	0	0	90	27
Future Volume (veh/h)	0	0	0	147	225	22	31	236	0	0	90	27
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1796	1900	1900	1841	0	0	1885	1885
Adj Flow Rate, veh/h				186	285	28	39	299	0	0	114	34
Peak Hour Factor				0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %				0	7	0	0	4	0	0	1	1
Cap, veh/h				390	642	65	472	735	0	0	292	87
Arrive On Green				0.31	0.31	0.28	0.05	0.40	0.00	0.00	0.21	0.17
Sat Flow, veh/h				1241	2046	206	1810	1841	0	0	1394	416
Grp Volume(v), veh/h				260	0	239	39	299	0	0	0	148
Grp Sat Flow(s),veh/h/ln				1734	0	1759	1810	1841	0	0	0	1810
Q Serve(g_s), s				3.4	0.0	3.0	0.4	3.3	0.0	0.0	0.0	2.0
Cycle Q Clear(g_c), s				3.4	0.0	3.0	0.4	3.3	0.0	0.0	0.0	2.0
Prop In Lane				0.72		0.12	1.00		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				544	0	552	472	735	0	0	0	379
V/C Ratio(X)				0.48	0.00	0.43	0.08	0.41	0.00	0.00	0.00	0.39
Avail Cap(c_a), veh/h				1243	0	1261	776	2111	0	0	0	1427
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	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				7.7	0.0	7.7	7.4	6.0	0.0	0.0	0.0	9.6
Incr Delay (d2), s/veh				0.7	0.0	0.5	0.1	0.4	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
%ile BackOfQ(50%),veh/ln				0.8	0.0	0.8	0.1	0.7	0.0	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				8.4	0.0	8.2	7.5	6.4	0.0	0.0	0.0	10.3
LnGrp LOS				A	A	A	A	A	A	A	A	B
Approach Vol, veh/h					499			338			148	
Approach Delay, s/veh					8.3			6.5			10.3	
Approach LOS					A			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	15.1		5.3	9.8		12.8						
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0						
Max Green Setting (Gmax), s	31.0		6.0	21.0		19.0						
Max Q Clear Time (g_c+I1), s	5.3		2.4	4.0		5.4						
Green Ext Time (p_c), s	1.8		0.0	0.7		2.5						

Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	360	480	37	64	177	0	0	204	59
Future Volume (veh/h)	0	0	0	360	480	37	64	177	0	0	204	59
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1885	1900	1900	1885	0	0	1900	1900
Adj Flow Rate, veh/h				383	511	39	68	188	0	0	217	63
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	1	0	0	1	0	0	0	0
Cap, veh/h				567	816	63	387	768	0	0	343	100
Arrive On Green				0.39	0.39	0.37	0.07	0.41	0.00	0.00	0.24	0.22
Sat Flow, veh/h				1438	2071	161	1810	1885	0	0	1415	411
Grp Volume(v), veh/h				483	0	450	68	188	0	0	0	280
Grp Sat Flow(s),veh/h/ln				1813	0	1856	1810	1885	0	0	0	1826
Q Serve(g_s), s				8.9	0.0	7.8	1.1	2.6	0.0	0.0	0.0	5.6
Cycle Q Clear(g_c), s				8.9	0.0	7.8	1.1	2.6	0.0	0.0	0.0	5.6
Prop In Lane				0.79		0.09	1.00		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				715	0	732	387	768	0	0	0	443
V/C Ratio(X)				0.68	0.00	0.61	0.18	0.24	0.00	0.00	0.00	0.63
Avail Cap(c_a), veh/h				943	0	966	537	1448	0	0	0	950
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	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				10.1	0.0	9.8	10.1	7.9	0.0	0.0	0.0	13.8
Incr Delay (d2), s/veh				1.2	0.0	0.8	0.2	0.2	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				2.8	0.0	2.5	0.3	0.8	0.0	0.0	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				11.3	0.0	10.7	10.3	8.0	0.0	0.0	0.0	15.3
LnGrp LOS				B	A	B	B	A	A	A	A	B
Approach Vol, veh/h					933			256			280	
Approach Delay, s/veh					11.0			8.6			15.3	
Approach LOS					B			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		20.5			6.7	13.8		19.9				
Change Period (Y+Rc), s		5.0			4.0	5.0		5.0				
Max Green Setting (Gmax), s		30.0			6.0	20.0		20.0				
Max Q Clear Time (g_c+I1), s		4.6			3.1	7.6		10.9				
Green Ext Time (p_c), s		1.0			0.0	1.3		4.0				

Intersection Summary			
HCM 6th Ctrl Delay		11.4	
HCM 6th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	147	225	22	31	230	0	0	142	27
Future Volume (veh/h)	0	0	0	147	225	22	31	230	0	0	142	27
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1796	1900	1900	1841	0	0	1885	1885
Adj Flow Rate, veh/h				186	285	28	39	291	0	0	180	34
Peak Hour Factor				0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %				0	7	0	0	4	0	0	1	1
Cap, veh/h				381	628	63	450	772	0	0	364	69
Arrive On Green				0.31	0.31	0.27	0.05	0.42	0.00	0.00	0.24	0.20
Sat Flow, veh/h				1241	2046	206	1810	1841	0	0	1542	291
Grp Volume(v), veh/h				260	0	239	39	291	0	0	0	214
Grp Sat Flow(s),veh/h/ln				1734	0	1759	1810	1841	0	0	0	1833
Q Serve(g_s), s				3.6	0.0	3.2	0.4	3.2	0.0	0.0	0.0	3.0
Cycle Q Clear(g_c), s				3.6	0.0	3.2	0.4	3.2	0.0	0.0	0.0	3.0
Prop In Lane				0.72		0.12	1.00		0.00	0.00		0.16
Lane Grp Cap(c), veh/h				532	0	540	450	772	0	0	0	432
V/C Ratio(X)				0.49	0.00	0.44	0.09	0.38	0.00	0.00	0.00	0.49
Avail Cap(c_a), veh/h				1188	0	1205	737	2017	0	0	0	1381
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	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				8.3	0.0	8.2	7.4	5.8	0.0	0.0	0.0	9.7
Incr Delay (d2), s/veh				0.7	0.0	0.6	0.1	0.3	0.0	0.0	0.0	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.9	0.0	0.8	0.1	0.7	0.0	0.0	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				9.0	0.0	8.7	7.5	6.2	0.0	0.0	0.0	10.6
LnGrp LOS				A	A	A	A	A	A	A	A	B
Approach Vol, veh/h					499			330			214	
Approach Delay, s/veh					8.9			6.3			10.6	
Approach LOS					A			A			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	16.2		5.4	10.9		13.0						
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0						
Max Green Setting (Gmax), s	31.0		6.0	21.0		19.0						
Max Q Clear Time (g_c+I1), s	5.2		2.4	5.0		5.6						
Green Ext Time (p_c), s	1.8		0.0	1.0		2.5						

Intersection Summary		
HCM 6th Ctrl Delay		8.4
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	570	888	87	134	192	0	0	204	59
Future Volume (veh/h)	0	0	0	570	888	87	134	192	0	0	204	59
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1885	1900	1900	1885	0	0	1900	1900
Adj Flow Rate, veh/h				606	945	93	143	204	0	0	217	63
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	1	0	0	1	0	0	0	0
Cap, veh/h				717	1205	122	289	630	0	0	282	82
Arrive On Green				0.56	0.56	0.54	0.08	0.33	0.00	0.00	0.20	0.19
Sat Flow, veh/h				1286	2162	218	1810	1885	0	0	1415	411
Grp Volume(v), veh/h				858	0	786	143	204	0	0	0	280
Grp Sat Flow(s),veh/h/ln				1821	0	1846	1810	1885	0	0	0	1826
Q Serve(g_s), s				29.1	0.0	24.3	4.5	6.0	0.0	0.0	0.0	10.7
Cycle Q Clear(g_c), s				29.1	0.0	24.3	4.5	6.0	0.0	0.0	0.0	10.7
Prop In Lane				0.71		0.12	1.00		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				1015	0	1029	289	630	0	0	0	364
V/C Ratio(X)				0.85	0.00	0.76	0.49	0.32	0.00	0.00	0.00	0.77
Avail Cap(c_a), veh/h				1108	0	1123	289	816	0	0	0	543
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	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				13.7	0.0	12.7	21.3	18.4	0.0	0.0	0.0	28.1
Incr Delay (d2), s/veh				5.8	0.0	2.9	1.3	0.3	0.0	0.0	0.0	3.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.7	0.0	9.4	1.9	2.5	0.0	0.0	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				19.5	0.0	15.6	22.6	18.7	0.0	0.0	0.0	31.9
LnGrp LOS				B	A	B	C	B	A	A	A	C
Approach Vol, veh/h					1644			347			280	
Approach Delay, s/veh					17.6			20.3			31.9	
Approach LOS					B			C			C	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	28.7		10.0	18.7		45.2				
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0				
Max Green Setting (Gmax), s	31.0		6.0	21.0		44.0				
Max Q Clear Time (g_c+I1), s	8.0		6.5	12.7		31.1				
Green Ext Time (p_c), s	1.1		0.0	1.0		9.1				

Intersection Summary		
HCM 6th Ctrl Delay	19.8	
HCM 6th LOS	B	

7TH STREET & PARKING ACCESS

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

7th St & Parking Access - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569791, Location: 39.467028, -87.407042

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South						North						West					
Direction	Northbound						Southbound						Eastbound					
Time	L	T	R	HR	U	App	L	BL	T	R	U	App	L	T	BR	R	U	App
2018-09-25 4:00PM	1	40	1	0	0	**42**	0	0	33	0	0	**33**	3	0	0	3	0	**6**
4:15PM	1	48	5	0	0	**54**	0	0	44	0	0	**44**	1	0	0	3	0	**4**
4:30PM	2	58	1	0	0	**61**	0	0	64	0	0	**64**	0	0	0	4	0	**4**
4:45PM	1	55	5	0	0	**61**	2	0	81	1	0	**84**	3	1	0	7	0	**11**
Hourly Total	5	201	12	0	0	**218**	2	0	222	1	0	**225**	7	1	0	17	0	**25**
5:00PM	0	61	2	0	0	**63**	1	0	60	0	0	**61**	3	0	0	4	0	**7**
5:15PM	0	49	8	0	0	**57**	3	0	69	0	0	**72**	1	2	0	0	0	**3**
5:30PM	0	49	8	0	0	**57**	2	0	28	1	0	**31**	4	0	0	1	0	**5**
5:45PM	0	39	2	0	0	**41**	1	0	46	1	0	**48**	1	1	0	2	0	**4**
Hourly Total	0	198	20	0	0	**218**	7	0	203	2	0	**212**	9	3	0	7	0	**19**
6:00PM	2	39	5	0	0	**46**	0	0	32	2	0	**34**	1	0	0	3	0	**4**
6:15PM	0	47	3	0	0	**50**	0	0	41	0	0	**41**	0	0	0	1	0	**1**
6:30PM	1	58	5	0	0	**64**	1	0	36	2	0	**39**	1	0	0	0	0	**1**
6:45PM	0	64	6	0	0	**70**	1	0	35	2	0	**38**	2	0	0	0	0	**2**
Hourly Total	3	208	19	0	0	**230**	2	0	144	6	0	**152**	4	0	0	4	0	**8**
7:00PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
2018-09-26 6:00AM	1	5	1	0	0	**7**	0	0	2	0	0	**2**	0	0	0	1	0	**1**
6:15AM	0	11	0	0	0	**11**	0	0	6	0	0	**6**	0	1	0	0	0	**1**
6:30AM	0	11	2	0	0	**13**	0	0	4	1	0	**5**	0	0	0	1	0	**1**
6:45AM	1	11	2	0	0	**14**	0	0	8	1	0	**9**	1	0	0	1	0	**2**
Hourly Total	2	38	5	0	0	**45**	0	0	20	2	0	**22**	1	1	0	3	0	**5**
7:00AM	1	12	0	0	0	**13**	0	0	8	3	0	**11**	1	0	0	1	0	**2**
7:15AM	1	19	3	0	0	**23**	0	0	7	1	0	**8**	0	2	0	1	0	**3**
7:30AM	3	40	2	0	0	**45**	2	0	13	3	0	**18**	2	1	0	1	0	**4**
7:45AM	2	67	5	0	0	**74**	1	0	18	0	0	**19**	4	0	0	0	0	**4**
Hourly Total	7	138	10	0	0	**155**	3	0	46	7	0	**56**	7	3	0	3	0	**13**
8:00AM	4	51	7	0	0	**62**	4	0	19	1	0	**24**	1	1	0	1	0	**3**
8:15AM	2	31	3	0	1	**37**	2	0	21	0	0	**23**	1	0	0	1	0	**2**
8:30AM	1	64	1	0	0	**66**	0	0	25	0	0	**25**	0	1	0	3	0	**4**
8:45AM	2	95	2	0	0	**99**	0	0	26	2	0	**28**	4	0	0	3	0	**7**
Hourly Total	9	241	13	0	1	**264**	6	0	91	3	0	**100**	6	2	0	8	0	**16**
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
Total	26	1024	79	0	1	**1130**	20	0	726	21	0	**767**	34	10	0	42	0	**86**
% Approach	2.3%	90.6%	7.0%	0%	0.1%	-	2.6%	0%	94.7%	2.7%	0%	-	39.5%	11.6%	0%	48.8%	0%	-
% Total	1.2%	48.8%	3.8%	0%	0%	**53.9%**	1.0%	0%	34.6%	1.0%	0%	**36.6%**	1.6%	0.5%	0%	2.0%	0%	**4.1%**
Lights and Motorcycles	24	1008	79	0	1	**1112**	19	0	718	21	0	**758**	34	10	0	42	0	**86**
% Lights and Motorcycles	92.3%	98.4%	100%	0%	100%	**98.4%**	95.0%	0%	98.9%	100%	0%	**98.8%**	100%	100%	0%	100%	0%	**100%**
Heavy	2	16	0	0	0	**18**	1	0	8	0	0	**9**	0	0	0	0	0	**0**
% Heavy	7.7%	1.6%	0%	0%	0%	**1.6%**	5.0%	0%	1.1%	0%	0%	**1.2%**	0%	0%	0%	0%	0%	**0%**

*BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

7th St & Parking Access - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569791, Location: 39.467028, -87.407042

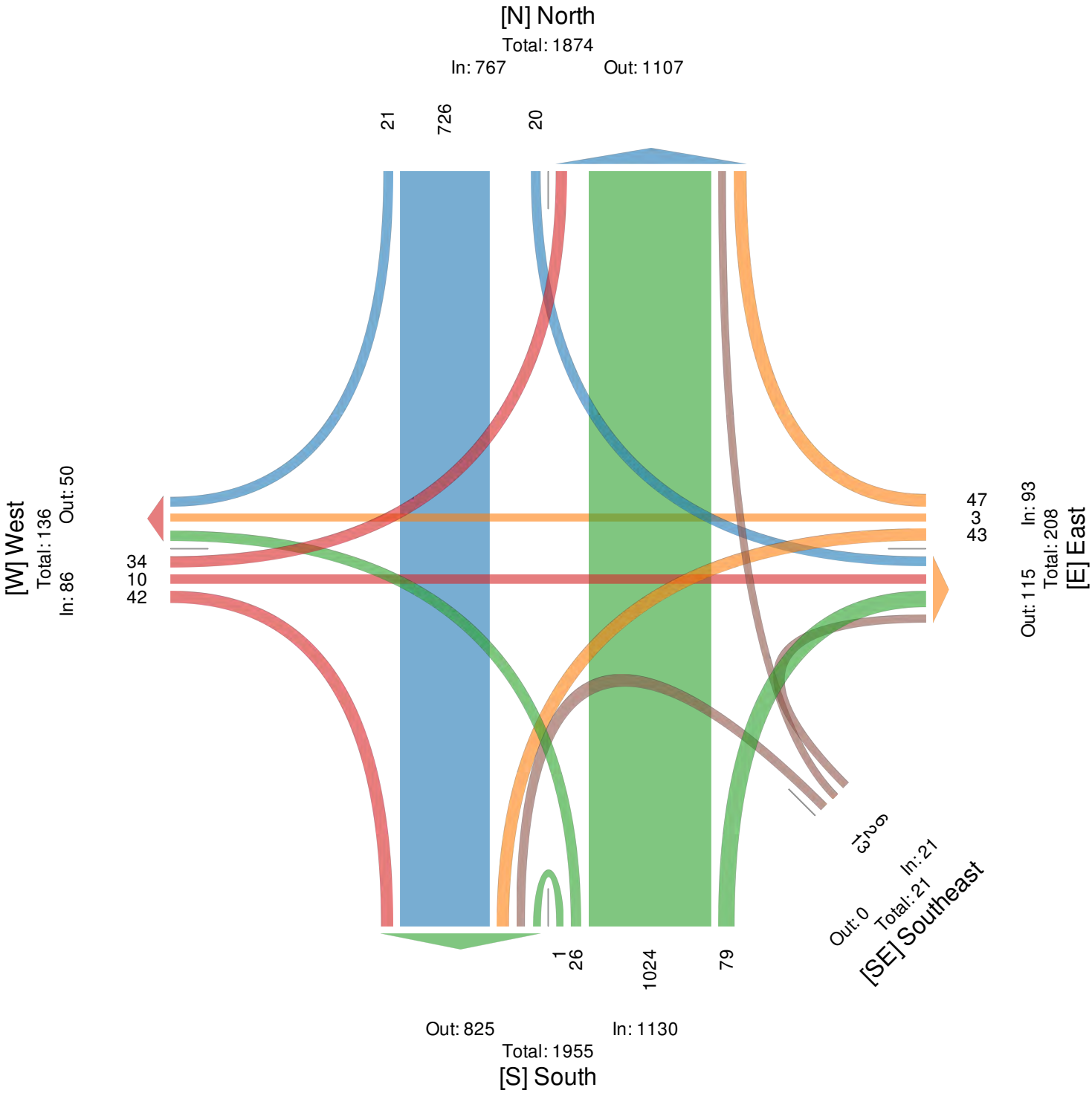
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	East						Southeast						
Direction	Westbound						Northwestbound						
Time	HL	L	T	R	U	App	HL	BL	BR	HR	U	App	Int
2018-09-25 4:00PM	0	0	0	3	0	**3**	0	0	0	0	0	**0**	**84**
4:15PM	0	1	0	1	0	**2**	0	0	0	0	0	**0**	**104**
4:30PM	0	3	0	7	0	**10**	3	0	0	0	0	**3**	**142**
4:45PM	0	4	0	1	0	**5**	4	0	1	0	0	**5**	**166**
Hourly Total	0	8	0	12	0	**20**	7	0	1	0	0	**8**	**496**
5:00PM	0	2	0	2	0	**4**	0	0	0	0	0	**0**	**135**
5:15PM	0	0	0	0	0	**0**	3	0	0	0	0	**3**	**135**
5:30PM	0	1	0	2	0	**3**	1	0	0	1	0	**2**	**98**
5:45PM	0	1	0	2	0	**3**	0	0	0	0	0	**0**	**96**
Hourly Total	0	4	0	6	0	**10**	4	0	0	1	0	**5**	**464**
6:00PM	0	0	0	2	0	**2**	0	0	0	0	0	**0**	**86**
6:15PM	0	2	1	0	0	**3**	0	0	0	0	0	**0**	**95**
6:30PM	0	1	0	0	0	**1**	0	0	0	1	0	**1**	**106**
6:45PM	0	3	0	3	0	**6**	0	0	0	2	0	**2**	**118**
Hourly Total	0	6	1	5	0	**12**	0	0	0	3	0	**3**	**405**
7:00PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**
2018-09-26 6:00AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**10**
6:15AM	0	0	0	3	0	**3**	0	0	0	0	0	**0**	**21**
6:30AM	0	0	0	1	0	**1**	0	0	0	0	0	**0**	**20**
6:45AM	0	1	1	3	0	**5**	0	0	0	0	0	**0**	**30**
Hourly Total	0	1	1	7	0	**9**	0	0	0	0	0	**0**	**81**
7:00AM	0	3	1	0	0	**4**	0	0	0	0	0	**0**	**30**
7:15AM	0	2	0	0	0	**2**	0	0	0	1	0	**1**	**37**
7:30AM	0	4	0	3	0	**7**	0	0	0	0	0	**0**	**74**
7:45AM	0	6	0	2	0	**8**	1	0	0	0	0	**1**	**106**
Hourly Total	0	15	1	5	0	**21**	1	0	0	1	0	**2**	**247**
8:00AM	0	2	0	3	0	**5**	0	0	0	0	0	**0**	**94**
8:15AM	0	3	0	0	0	**3**	0	0	1	0	0	**1**	**66**
8:30AM	0	3	0	7	0	**10**	1	0	0	1	0	**2**	**107**
8:45AM	0	1	0	2	0	**3**	0	0	0	0	0	**0**	**137**
Hourly Total	0	9	0	12	0	**21**	1	0	1	1	0	**3**	**404**
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**
Total	0	43	3	47	0	**93**	13	0	2	6	0	**21**	**2097**
% Approach	0%	46.2%	3.2%	50.5%	0%	-	61.9%	0%	9.5%	28.6%	0%	-	-
% Total	0%	2.1%	0.1%	2.2%	0%	**4.4%**	0.6%	0%	0.1%	0.3%	0%	**1.0%**	-
Lights and Motorcycles	0	41	3	47	0	**91**	12	0	2	6	0	**20**	2067
% Lights and Motorcycles	0%	95.3%	100%	100%	0%	**97.8%**	92.3%	0%	100%	100%	0%	**95.2%**	98.6%
Heavy	0	2	0	0	0	**2**	1	0	0	0	0	**1**	30
% Heavy	0%	4.7%	0%	0%	0%	**2.2%**	7.7%	0%	0%	0%	0%	**4.8%**	1.4%

*BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

7th St & Parking Access - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569791, Location: 39.467028, -87.407042

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



7th St & Parking Access - TMC

Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569791, Location: 39.467028, -87.407042

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201,
Indianapolis, IN, 46240, US

Leg Direction	South Northbound						North Southbound						West Eastbound					
Time	L	T	R	HR	U	**App**	L	BL	T	R	U	**App**	L	T	BR	R	U	**App**
2018-09-25 4:30PM	2	58	1	0	0	**61**	0	0	64	0	0	**64**	0	0	0	4	0	**4**
4:45PM	1	55	5	0	0	**61**	2	0	81	1	0	**84**	3	1	0	7	0	**11**
5:00PM	0	61	2	0	0	**63**	1	0	60	0	0	**61**	3	0	0	4	0	**7**
5:15PM	0	49	8	0	0	**57**	3	0	69	0	0	**72**	1	2	0	0	0	**3**
Total	3	223	16	0	0	**242**	6	0	274	1	0	**281**	7	3	0	15	0	**25**
% Approach	1.2%	92.1%	6.6%	0%	0%	-	2.1%	0%	97.5%	0.4%	0%	-	28.0%	12.0%	0%	60.0%	0%	-
% Total	0.5%	38.6%	2.8%	0%	0%	**41.9%**	1.0%	0%	47.4%	0.2%	0%	**48.6%**	1.2%	0.5%	0%	2.6%	0%	**4.3%**
PHF	0.375	0.914	0.500	-	-	**0.960**	0.500	-	0.846	0.250	-	**0.836**	0.583	0.375	-	0.536	-	**0.568**
Lights and Motorcycles	3	221	16	0	0	**240**	6	0	273	1	0	**280**	7	3	0	15	0	**25**
% Lights and Motorcycles	100%	99.1%	100%	0%	0%	**99.2%**	100%	0%	99.6%	100%	0%	**99.6%**	100%	100%	0%	100%	0%	**100%**
Heavy	0	2	0	0	0	**2**	0	0	1	0	0	**1**	0	0	0	0	0	**0**
% Heavy	0%	0.9%	0%	0%	0%	**0.8%**	0%	0%	0.4%	0%	0%	**0.4%**	0%	0%	0%	0%	0%	**0%**

*BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

7th St & Parking Access - TMC

Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569791, Location: 39.467028, -87.407042

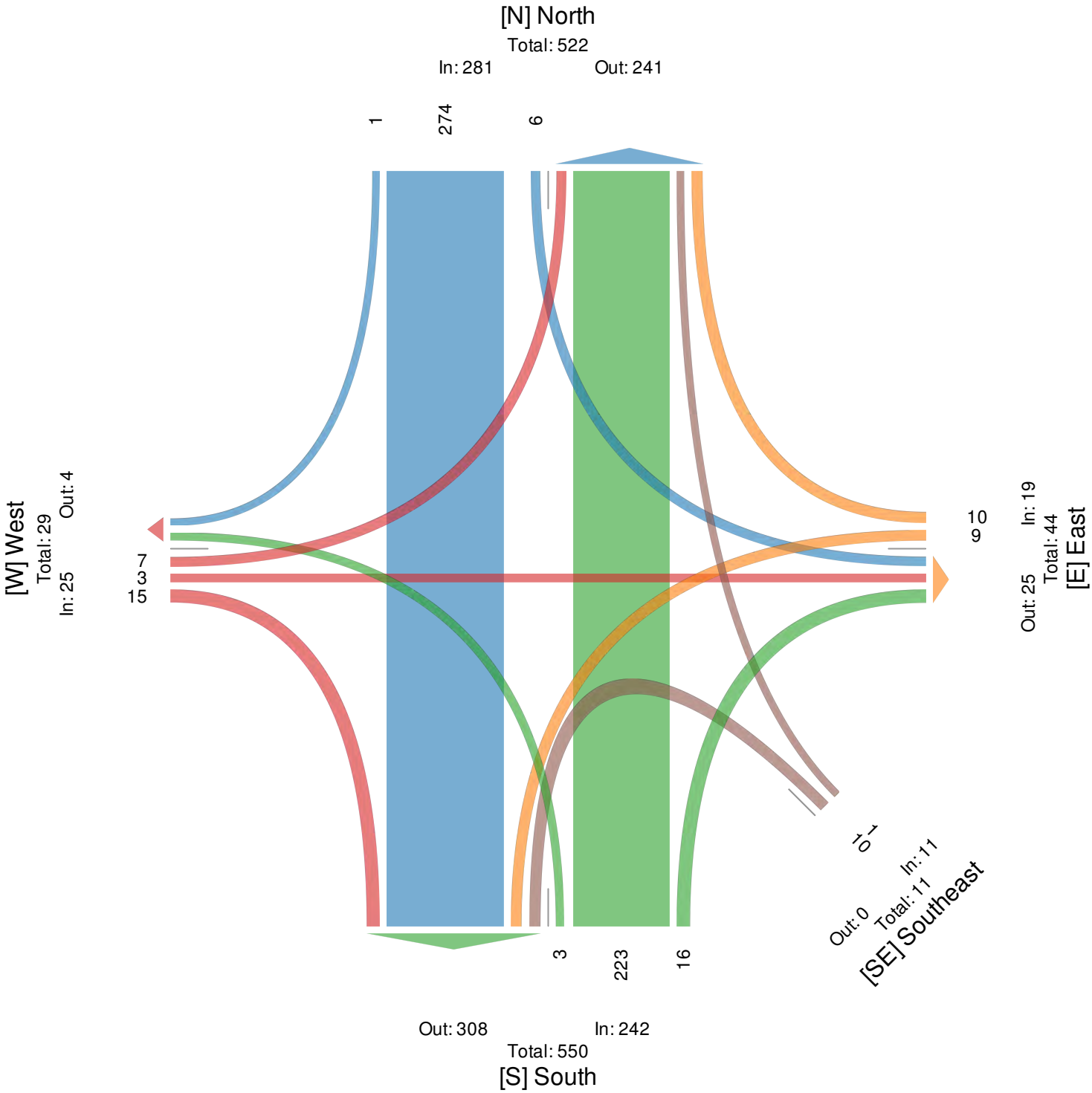
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201,
Indianapolis, IN, 46240, US

Leg Direction	East Westbound						Southeast Northwestbound						
Time	HL	L	T	R	U	**App**	HL	BL	BR	HR	U	**App**	**Int**
2018-09-25 4:30PM	0	3	0	7	0	**10**	3	0	0	0	0	**3**	**142**
4:45PM	0	4	0	1	0	**5**	4	0	1	0	0	**5**	**166**
5:00PM	0	2	0	2	0	**4**	0	0	0	0	0	**0**	**135**
5:15PM	0	0	0	0	0	**0**	3	0	0	0	0	**3**	**135**
Total	0	9	0	10	0	**19**	10	0	1	0	0	**11**	**578**
% Approach	0%	47.4%	0%	52.6%	0%	-	90.9%	0%	9.1%	0%	0%	-	-
% Total	0%	1.6%	0%	1.7%	0%	**3.3%**	1.7%	0%	0.2%	0%	0%	**1.9%**	-
PHF	-	0.563	-	0.357	-	**0.475**	0.625	-	0.250	-	-	**0.550**	0.870
Lights and Motorcycles	0	8	0	10	0	**18**	9	0	1	0	0	**10**	573
% Lights and Motorcycles	0%	88.9%	0%	100%	0%	**94.7%**	90.0%	0%	100%	0%	0%	**90.9%**	99.1%
Heavy	0	1	0	0	0	**1**	1	0	0	0	0	**1**	5
% Heavy	0%	11.1%	0%	0%	0%	**5.3%**	10.0%	0%	0%	0%	0%	**9.1%**	0.9%

*BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

7th St & Parking Access - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569791, Location: 39.467028, -87.407042

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



7th St & Parking Access - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 8AM - 9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569791, Location: 39.467028, -87.407042

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South						North						West					
Direction	Northbound						Southbound						Eastbound					
Time	L	T	R	HR	U	App	L	BL	T	R	U	App	L	T	BR	R	U	App
2018-09-26 8:00AM	4	51	7	0	0	**62**	4	0	19	1	0	**24**	1	1	0	1	0	**3**
8:15AM	2	31	3	0	1	**37**	2	0	21	0	0	**23**	1	0	0	1	0	**2**
8:30AM	1	64	1	0	0	**66**	0	0	25	0	0	**25**	0	1	0	3	0	**4**
8:45AM	2	95	2	0	0	**99**	0	0	26	2	0	**28**	4	0	0	3	0	**7**
Total	9	241	13	0	1	**264**	6	0	91	3	0	**100**	6	2	0	8	0	**16**
% Approach	3.4%	91.3%	4.9%	0%	0.4%	-	6.0%	0%	91.0%	3.0%	0%	-	37.5%	12.5%	0%	50.0%	0%	-
% Total	2.2%	59.7%	3.2%	0%	0.2%	**65.3%**	1.5%	0%	22.5%	0.7%	0%	**24.8%**	1.5%	0.5%	0%	2.0%	0%	**4.0%**
PHF	0.563	0.634	0.464	-	0.250	**0.667**	0.375	-	0.875	0.375	-	**0.893**	0.375	0.500	-	0.667	-	**0.571**
Lights and Motorcycles	8	233	13	0	1	**255**	5	0	89	3	0	**97**	6	2	0	8	0	**16**
% Lights and Motorcycles	88.9%	96.7%	100%	0%	100%	**96.6%**	83.3%	0%	97.8%	100%	0%	**97.0%**	100%	100%	0%	100%	0%	**100%**
Heavy	1	8	0	0	0	**9**	1	0	2	0	0	**3**	0	0	0	0	0	**0**
% Heavy	11.1%	3.3%	0%	0%	0%	**3.4%**	16.7%	0%	2.2%	0%	0%	**3.0%**	0%	0%	0%	0%	0%	**0%**

*BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

7th St & Parking Access - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 8AM - 9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569791, Location: 39.467028, -87.407042

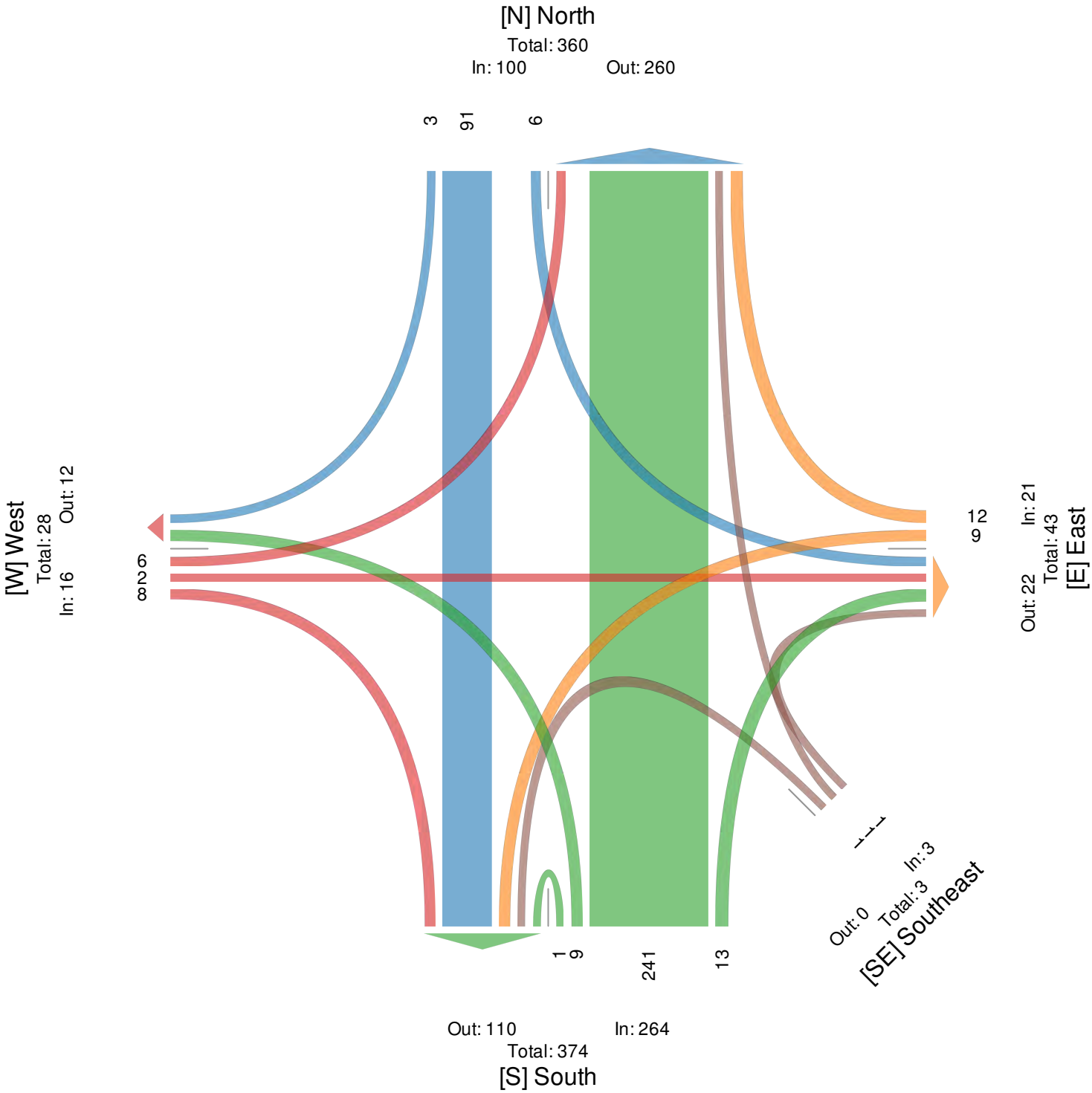
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	East Westbound						Southeast Northwestbound						
Time	HL	L	T	R	U	**App**	HL	BL	BR	HR	U	**App**	**Int**
2018-09-26 8:00AM	0	2	0	3	0	**5**	0	0	0	0	0	**0**	**94**
8:15AM	0	3	0	0	0	**3**	0	0	1	0	0	**1**	**66**
8:30AM	0	3	0	7	0	**10**	1	0	0	1	0	**2**	**107**
8:45AM	0	1	0	2	0	**3**	0	0	0	0	0	**0**	**137**
Total	0	9	0	12	0	**21**	1	0	1	1	0	**3**	**404**
% Approach	0%	42.9%	0%	57.1%	0%	-	33.3%	0%	33.3%	33.3%	0%	-	-
% Total	0%	2.2%	0%	3.0%	0%	**5.2%**	0.2%	0%	0.2%	0.2%	0%	**0.7%**	-
PHF	-	0.750	-	0.429	-	**0.525**	0.250	-	0.250	0.250	-	**0.375**	0.737
Lights and Motorcycles	0	9	0	12	0	**21**	1	0	1	1	0	**3**	392
% Lights and Motorcycles	0%	100%	0%	100%	0%	**100%**	100%	0%	100%	100%	0%	**100%**	97.0%
Heavy	0	0	0	0	0	**0**	0	0	0	0	0	**0**	12
% Heavy	0%	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	0%	**0%**	3.0%

*BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

7th St & Parking Access - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 8AM - 9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569791, Location: 39.467028, -87.407042

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	8	9	0	12	9	241	13	6	91	3
Future Vol, veh/h	6	2	8	9	0	12	9	241	13	6	91	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	11	3	0	17	2	0
Mvmt Flow	8	3	11	12	0	16	12	326	18	8	123	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	508	509	125	507	502	335	127	0	0	344	0	0
Stage 1	141	141	-	359	359	-	-	-	-	-	-	-
Stage 2	367	368	-	148	143	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.21	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.299	-	-	2.353	-	-
Pot Cap-1 Maneuver	479	470	931	479	474	712	1405	-	-	1136	-	-
Stage 1	867	784	-	663	631	-	-	-	-	-	-	-
Stage 2	657	625	-	859	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	461	461	931	465	465	712	1405	-	-	1136	-	-
Mov Cap-2 Maneuver	461	461	-	465	465	-	-	-	-	-	-	-
Stage 1	857	778	-	656	624	-	-	-	-	-	-	-
Stage 2	635	618	-	839	776	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	11.5	0.3	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1405	-	-	617	580	1136	-	-
HCM Lane V/C Ratio	0.009	-	-	0.035	0.049	0.007	-	-
HCM Control Delay (s)	7.6	0	-	11	11.5	8.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	3	15	9	0	10	3	223	16	6	274	1
Future Vol, veh/h	7	3	15	9	0	10	3	223	16	6	274	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	11	0	0	0	1	0	0	0	0
Mvmt Flow	8	3	17	10	0	11	3	256	18	7	315	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	607	610	316	611	601	265	316	0	0	274	0	0
Stage 1	330	330	-	271	271	-	-	-	-	-	-	-
Stage 2	277	280	-	340	330	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.21	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.21	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.21	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.599	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	411	412	729	393	417	779	1256	-	-	1301	-	-
Stage 1	687	649	-	715	689	-	-	-	-	-	-	-
Stage 2	734	683	-	656	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	402	408	729	378	413	779	1256	-	-	1301	-	-
Mov Cap-2 Maneuver	402	408	-	378	413	-	-	-	-	-	-	-
Stage 1	685	644	-	713	687	-	-	-	-	-	-	-
Stage 2	721	681	-	633	644	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	12.3	0.1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	551	518	1301	-	-
HCM Lane V/C Ratio	0.003	-	-	0.052	0.042	0.005	-	-
HCM Control Delay (s)	7.9	0	-	11.9	12.3	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	8	9	0	12	9	241	13	6	225	3
Future Vol, veh/h	6	2	8	9	0	12	9	241	13	6	225	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	11	3	0	17	1	0
Mvmt Flow	8	3	11	12	0	16	12	326	18	8	304	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	689	690	306	688	683	335	308	0	0	344	0	0
Stage 1	322	322	-	359	359	-	-	-	-	-	-	-
Stage 2	367	368	-	329	324	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.21	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.299	-	-	2.353	-	-
Pot Cap-1 Maneuver	363	371	739	363	374	712	1203	-	-	1136	-	-
Stage 1	694	655	-	663	631	-	-	-	-	-	-	-
Stage 2	657	625	-	688	653	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	349	363	739	350	366	712	1203	-	-	1136	-	-
Mov Cap-2 Maneuver	349	363	-	350	366	-	-	-	-	-	-	-
Stage 1	686	649	-	655	623	-	-	-	-	-	-	-
Stage 2	634	618	-	669	647	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	12.7	0.3	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1203	-	-	477	493	1136	-	-
HCM Lane V/C Ratio	0.01	-	-	0.045	0.058	0.007	-	-
HCM Control Delay (s)	8	0	-	12.9	12.7	8.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	3	15	9	0	10	3	223	16	6	564	1
Future Vol, veh/h	7	3	15	9	0	10	3	223	16	6	564	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	11	0	0	0	1	0	0	0	0
Mvmt Flow	8	3	17	10	0	11	3	256	18	7	648	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	940	943	649	944	934	265	649	0	0	274	0	0
Stage 1	663	663	-	271	271	-	-	-	-	-	-	-
Stage 2	277	280	-	673	663	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.21	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.21	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.21	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.599	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	246	265	473	233	268	779	947	-	-	1301	-	-
Stage 1	454	462	-	715	689	-	-	-	-	-	-	-
Stage 2	734	683	-	430	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	240	262	473	220	265	779	947	-	-	1301	-	-
Mov Cap-2 Maneuver	240	262	-	220	265	-	-	-	-	-	-	-
Stage 1	452	458	-	712	686	-	-	-	-	-	-	-
Stage 2	720	680	-	408	458	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	15.8	0.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	947	-	-	346	354	1301	-	-
HCM Lane V/C Ratio	0.004	-	-	0.083	0.062	0.005	-	-
HCM Control Delay (s)	8.8	0	-	16.3	15.8	7.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	8	9	0	12	9	241	176	23	260	3
Future Vol, veh/h	6	2	8	9	0	12	9	241	176	23	260	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	11	3	0	17	1	0
Mvmt Flow	8	3	11	12	0	16	12	326	238	31	351	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	892	1003	353	891	886	445	355	0	0	564	0	0
Stage 1	415	415	-	469	469	-	-	-	-	-	-	-
Stage 2	477	588	-	422	417	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.21	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.299	-	-	2.353	-	-
Pot Cap-1 Maneuver	265	244	695	265	286	617	1155	-	-	937	-	-
Stage 1	619	596	-	579	564	-	-	-	-	-	-	-
Stage 2	573	499	-	613	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	230	695	248	270	617	1155	-	-	937	-	-
Mov Cap-2 Maneuver	247	230	-	248	270	-	-	-	-	-	-	-
Stage 1	609	572	-	570	555	-	-	-	-	-	-	-
Stage 2	549	491	-	576	571	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	15.3	0.2	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1155	-	-	360	377	937	-	-
HCM Lane V/C Ratio	0.011	-	-	0.06	0.075	0.033	-	-
HCM Control Delay (s)	8.2	0	-	15.6	15.3	9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	3	15	89	0	95	3	223	16	6	774	1
Future Vol, veh/h	7	3	15	89	0	95	3	223	16	6	774	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	1	0	0	0	1	0	0	0	0
Mvmt Flow	8	3	17	102	0	109	3	256	18	7	890	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1231	1185	891	1186	1176	265	891	0	0	274	0	0
Stage 1	905	905	-	271	271	-	-	-	-	-	-	-
Stage 2	326	280	-	915	905	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	156	191	344	166	193	779	769	-	-	1301	-	-
Stage 1	334	358	-	737	689	-	-	-	-	-	-	-
Stage 2	691	683	-	328	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	188	344	154	190	779	769	-	-	1301	-	-
Mov Cap-2 Maneuver	132	188	-	154	190	-	-	-	-	-	-	-
Stage 1	332	354	-	733	686	-	-	-	-	-	-	-
Stage 2	591	680	-	305	354	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.6	57.7	0.1	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	769	-	-	222	263	1301	-	-
HCM Lane V/C Ratio	0.004	-	-	0.129	0.804	0.005	-	-
HCM Control Delay (s)	9.7	0	-	23.6	57.7	7.8	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	6.2	0	-	-

7TH STREET & WABASH AVENUE

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

7th St & Wabash Ave - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569792, Location: 39.466507, -87.407007

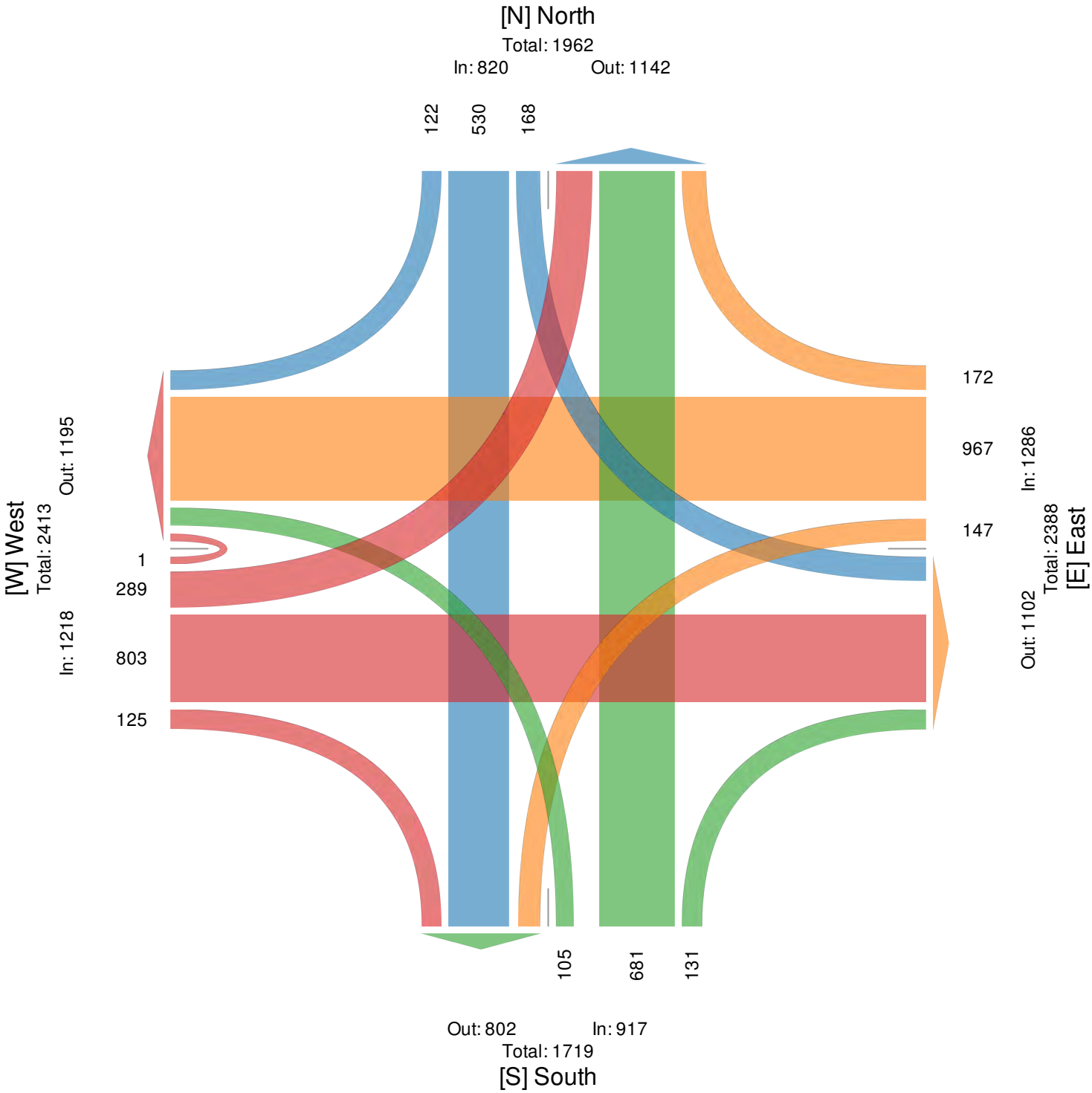
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2018-09-25 4:00PM	10	35	15	0	**60**	8	27	3	0	**38**	16	59	9	0	**84**	13	54	1	0	**68**	**250**
4:15PM	2	27	6	0	**35**	10	38	7	0	**55**	13	52	8	0	**73**	14	52	6	0	**72**	**235**
4:30PM	2	39	10	0	**51**	20	55	6	0	**81**	14	57	8	0	**79**	7	60	7	0	**74**	**285**
4:45PM	6	34	5	0	**45**	21	55	10	0	**86**	20	65	11	0	**96**	11	52	6	0	**69**	**296**
Hourly Total	20	135	36	0	**191**	59	175	26	0	**260**	63	233	36	0	**332**	45	218	20	0	**283**	**1066**
5:00PM	7	46	9	0	**62**	16	44	10	0	**70**	13	55	11	0	**79**	10	56	9	0	**75**	**286**
5:15PM	4	41	4	0	**49**	11	37	7	0	**55**	16	43	7	0	**66**	3	50	5	0	**58**	**228**
5:30PM	6	26	6	0	**38**	7	27	3	0	**37**	17	37	3	0	**57**	6	44	6	0	**56**	**188**
5:45PM	6	20	7	0	**33**	8	31	6	0	**45**	16	40	14	0	**70**	10	43	4	0	**57**	**205**
Hourly Total	23	133	26	0	**182**	42	139	26	0	**207**	62	175	35	0	**272**	29	193	24	0	**246**	**907**
6:00PM	2	27	6	0	**35**	4	24	5	0	**33**	10	41	6	0	**57**	6	45	6	0	**57**	**182**
6:15PM	3	34	3	0	**40**	4	30	8	0	**42**	16	37	6	0	**59**	8	41	8	0	**57**	**198**
6:30PM	3	37	3	0	**43**	11	32	5	0	**48**	16	32	2	0	**50**	6	42	12	0	**60**	**201**
6:45PM	4	33	8	0	**45**	4	15	5	0	**24**	13	28	7	0	**48**	8	37	14	0	**59**	**176**
Hourly Total	12	131	20	0	**163**	23	101	23	0	**147**	55	138	21	0	**214**	28	165	40	0	**233**	**757**
7:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
2018-09-26 6:00AM	2	6	2	0	**10**	1	2	0	0	**3**	2	5	1	0	**8**	0	7	1	0	**8**	**29**
6:15AM	0	8	1	0	**9**	1	4	1	0	**6**	1	11	0	0	**12**	4	20	0	0	**24**	**51**
6:30AM	0	9	3	0	**12**	0	3	1	0	**4**	3	8	1	0	**12**	2	10	3	0	**15**	**43**
6:45AM	1	6	3	0	**10**	4	6	2	0	**12**	4	11	2	0	**17**	3	21	2	0	**26**	**65**
Hourly Total	3	29	9	0	**41**	6	15	4	0	**25**	10	35	4	0	**49**	9	58	6	0	**73**	**188**
7:00AM	4	8	2	0	**14**	3	6	4	0	**13**	2	14	3	0	**19**	3	23	4	0	**30**	**76**
7:15AM	4	11	2	0	**17**	1	8	1	0	**10**	10	17	4	0	**31**	2	33	9	0	**44**	**102**
7:30AM	7	32	5	0	**44**	4	12	5	0	**21**	10	30	1	0	**41**	4	52	11	0	**67**	**173**
7:45AM	8	53	4	0	**65**	4	12	12	0	**28**	14	36	1	0	**51**	5	44	11	0	**60**	**204**
Hourly Total	23	104	13	0	**140**	12	38	22	0	**72**	36	97	9	0	**142**	14	152	35	0	**201**	**555**
8:00AM	8	30	4	0	**42**	4	10	6	0	**20**	9	24	6	0	**39**	6	34	10	0	**50**	**151**
8:15AM	6	29	4	0	**39**	7	14	2	0	**23**	9	31	2	0	**42**	6	37	7	0	**50**	**154**
8:30AM	5	46	10	0	**61**	11	16	5	0	**32**	18	34	2	0	**54**	6	59	12	0	**77**	**224**
8:45AM	4	44	9	0	**57**	4	22	8	0	**34**	27	36	10	1	**74**	4	50	18	0	**72**	**237**
Hourly Total	23	149	27	0	**199**	26	62	21	0	**109**	63	125	20	1	**209**	22	180	47	0	**249**	**766**
9:00AM	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Total	105	681	131	0	**917**	168	530	122	0	**820**	289	803	125	1	**1218**	147	967	172	0	**1286**	**4241**
% Approach	11.5%	74.3%	14.3%	0%	-	20.5%	64.6%	14.9%	0%	-	23.7%	65.9%	10.3%	0.1%	-	11.4%	75.2%	13.4%	0%	-	-
% Total	2.5%	16.1%	3.1%	0%	**21.6%**	4.0%	12.5%	2.9%	0%	**19.3%**	6.8%	18.9%	2.9%	0%	**28.7%**	3.5%	22.8%	4.1%	0%	**30.3%**	-
Lights and Motorcycles	103	671	130	0	**904**	167	521	122	0	**810**	286	781	125	1	**1193**	146	941	167	0	**1254**	4161
% Lights and Motorcycles	98.1%	98.5%	99.2%	0%	**98.6%**	99.4%	98.3%	100%	0%	**98.8%**	99.0%	97.3%	100%	100%	**97.9%**	99.3%	97.3%	97.1%	0%	**97.5%**	98.1%
Heavy	2	10	1	0	**13**	1	9	0	0	**10**	3	22	0	0	**25**	1	26	5	0	**32**	80
% Heavy	1.9%	1.5%	0.8%	0%	**1.4%**	0.6%	1.7%	0%	0%	**1.2%**	1.0%	2.7%	0%	0%	**2.1%**	0.7%	2.7%	2.9%	0%	**2.5%**	1.9%

*L: Left, R: Right, T: Thru, U: U-Turn

7th St & Wabash Ave - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569792, Location: 39.466507, -87.407007

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



7th St & Wabash Ave - TMC

Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569792, Location: 39.466507, -87.407007

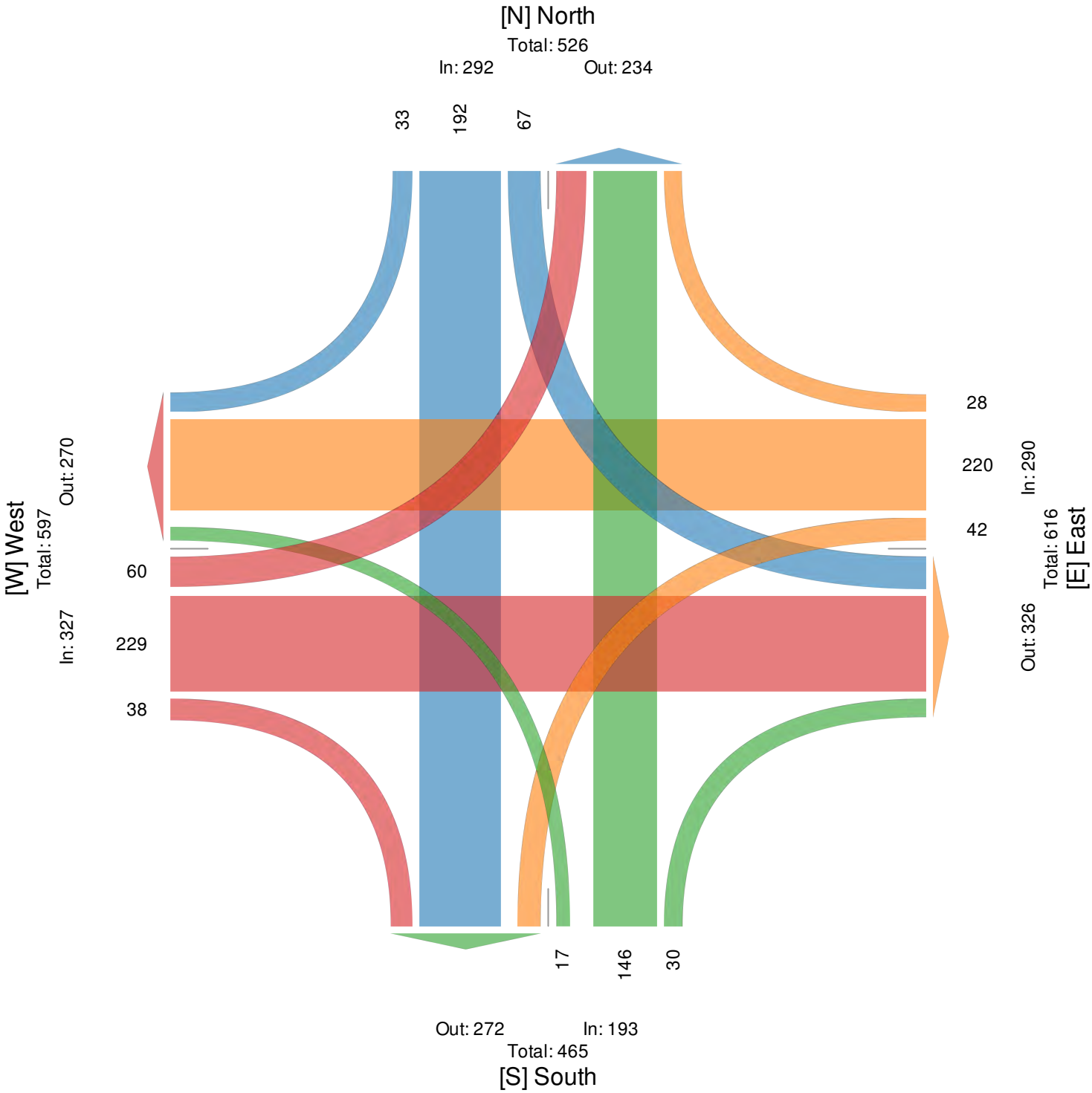
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201,
Indianapolis, IN, 46240, US

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2018-09-25 4:15PM	2	27	6	0	**35**	10	38	7	0	**55**	13	52	8	0	**73**	14	52	6	0	**72**	**235**
4:30PM	2	39	10	0	**51**	20	55	6	0	**81**	14	57	8	0	**79**	7	60	7	0	**74**	**285**
4:45PM	6	34	5	0	**45**	21	55	10	0	**86**	20	65	11	0	**96**	11	52	6	0	**69**	**296**
5:00PM	7	46	9	0	**62**	16	44	10	0	**70**	13	55	11	0	**79**	10	56	9	0	**75**	**286**
Total	17	146	30	0	**193**	67	192	33	0	**292**	60	229	38	0	**327**	42	220	28	0	**290**	**1102**
% Approach	8.8%	75.6%	15.5%	0%	-	22.9%	65.8%	11.3%	0%	-	18.3%	70.0%	11.6%	0%	-	14.5%	75.9%	9.7%	0%	-	-
% Total	1.5%	13.2%	2.7%	0%	**17.5%**	6.1%	17.4%	3.0%	0%	**26.5%**	5.4%	20.8%	3.4%	0%	**29.7%**	3.8%	20.0%	2.5%	0%	**26.3%**	-
PHF	0.607	0.793	0.750	-	**0.778**	0.798	0.873	0.825	-	**0.849**	0.750	0.881	0.864	-	**0.852**	0.750	0.917	0.778	-	**0.967**	0.931
Lights and Motorcycles	17	144	30	0	**191**	67	190	33	0	**290**	60	224	38	0	**322**	42	216	28	0	**286**	1089
% Lights and Motorcycles	100%	98.6%	100%	0%	**99.0%**	100%	99.0%	100%	0%	**99.3%**	100%	97.8%	100%	0%	**98.5%**	100%	98.2%	100%	0%	**98.6%**	98.8%
Heavy	0	2	0	0	**2**	0	2	0	0	**2**	0	5	0	0	**5**	0	4	0	0	**4**	13
% Heavy	0%	1.4%	0%	0%	**1.0%**	0%	1.0%	0%	0%	**0.7%**	0%	2.2%	0%	0%	**1.5%**	0%	1.8%	0%	0%	**1.4%**	1.2%

*L: Left, R: Right, T: Thru, U: U-Turn

7th St & Wabash Ave - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569792, Location: 39.466507, -87.407007

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



7th St & Wabash Ave - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 8AM - 9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569792, Location: 39.466507, -87.407007

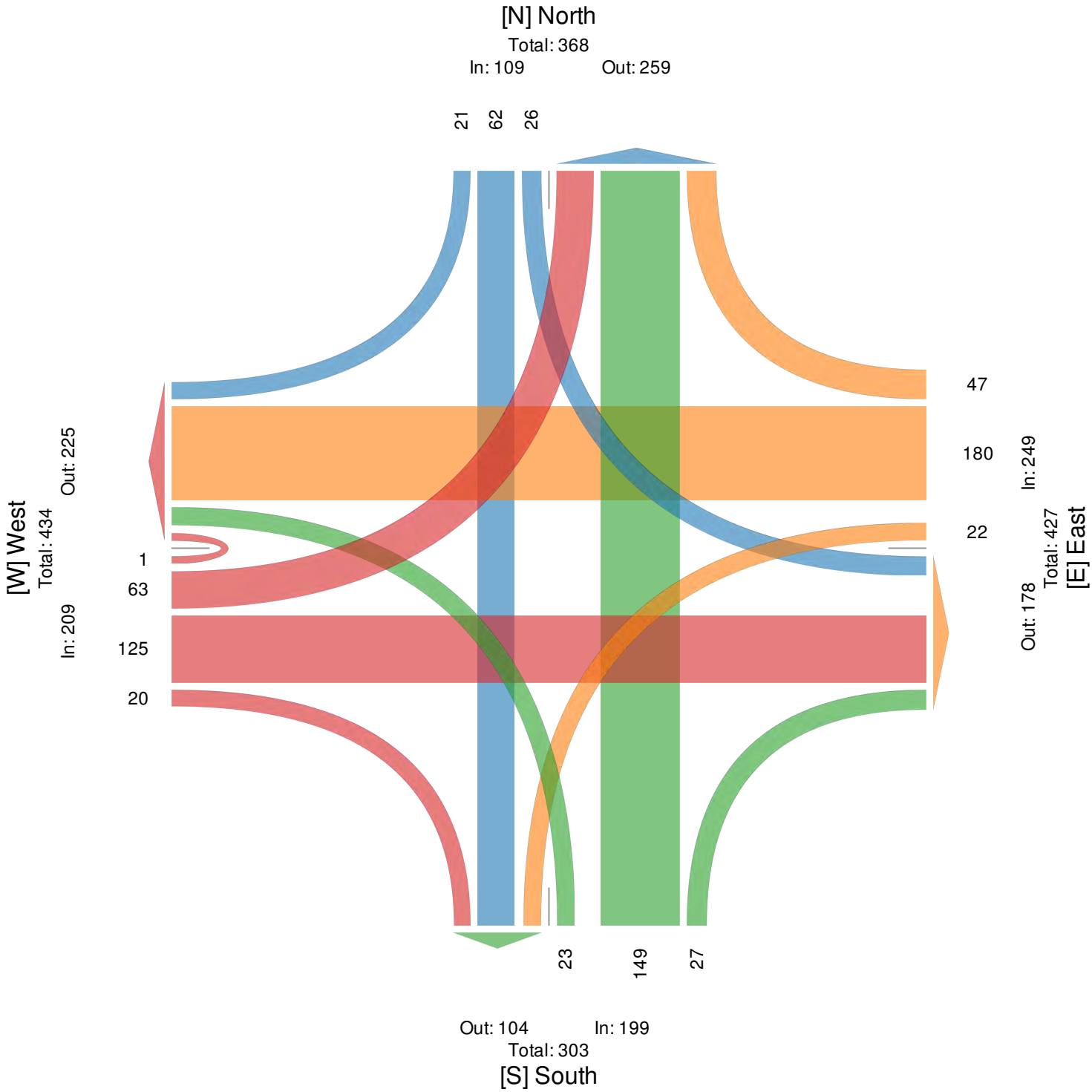
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2018-09-26 8:00AM	8	30	4	0	**42**	4	10	6	0	**20**	9	24	6	0	**39**	6	34	10	0	**50**	**151**
8:15AM	6	29	4	0	**39**	7	14	2	0	**23**	9	31	2	0	**42**	6	37	7	0	**50**	**154**
8:30AM	5	46	10	0	**61**	11	16	5	0	**32**	18	34	2	0	**54**	6	59	12	0	**77**	**224**
8:45AM	4	44	9	0	**57**	4	22	8	0	**34**	27	36	10	1	**74**	4	50	18	0	**72**	**237**
Total	23	149	27	0	**199**	26	62	21	0	**109**	63	125	20	1	**209**	22	180	47	0	**249**	**766**
% Approach	11.6%	74.9%	13.6%	0%	-	23.9%	56.9%	19.3%	0%	-	30.1%	59.8%	9.6%	0.5%	-	8.8%	72.3%	18.9%	0%	-	-
% Total	3.0%	19.5%	3.5%	0%	**26.0%**	3.4%	8.1%	2.7%	0%	**14.2%**	8.2%	16.3%	2.6%	0.1%	**27.3%**	2.9%	23.5%	6.1%	0%	**32.5%**	-
PHF	0.719	0.810	0.675	-	**0.816**	0.591	0.705	0.656	-	**0.801**	0.583	0.868	0.500	0.250	**0.706**	0.917	0.763	0.653	-	**0.808**	0.808
Lights and Motorcycles	22	146	27	0	**195**	25	61	21	0	**107**	61	120	20	1	**202**	21	166	43	0	**230**	734
% Lights and Motorcycles	95.7%	98.0%	100%	0%	**98.0%**	96.2%	98.4%	100%	0%	**98.2%**	96.8%	96.0%	100%	100%	**96.7%**	95.5%	92.2%	91.5%	0%	**92.4%**	95.8%
Heavy	1	3	0	0	**4**	1	1	0	0	**2**	2	5	0	0	**7**	1	14	4	0	**19**	32
% Heavy	4.3%	2.0%	0%	0%	**2.0%**	3.8%	1.6%	0%	0%	**1.8%**	3.2%	4.0%	0%	0%	**3.3%**	4.5%	7.8%	8.5%	0%	**7.6%**	4.2%

*L: Left, R: Right, T: Thru, U: U-Turn

7th St & Wabash Ave - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 8AM - 9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569792, Location: 39.466507, -87.407007

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	125	20	22	180	47	23	149	27	26	62	21
Future Volume (veh/h)	63	125	20	22	180	47	23	149	27	26	62	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1841	1826	1781	1781	1841	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	78	154	25	27	222	58	28	184	33	32	77	26
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, %	3	4	4	5	8	8	4	2	2	4	2	2
Cap, veh/h	591	565	92	675	498	130	613	416	75	523	361	122
Arrive On Green	0.37	0.37	0.32	0.37	0.37	0.32	0.27	0.27	0.22	0.27	0.27	0.22
Sat Flow, veh/h	1090	1545	251	1177	1362	356	1271	1544	277	1146	1337	452
Grp Volume(v), veh/h	78	0	179	27	0	280	28	0	217	32	0	103
Grp Sat Flow(s),veh/h/ln	1090	0	1796	1177	0	1717	1271	0	1821	1146	0	1789
Q Serve(g_s), s	1.3	0.0	1.6	0.4	0.0	2.7	0.4	0.0	2.2	0.5	0.0	1.0
Cycle Q Clear(g_c), s	4.0	0.0	1.6	1.9	0.0	2.7	1.4	0.0	2.2	2.7	0.0	1.0
Prop In Lane	1.00		0.14	1.00		0.21	1.00		0.15	1.00		0.25
Lane Grp Cap(c), veh/h	591	0	657	675	0	628	613	0	491	523	0	482
V/C Ratio(X)	0.13	0.00	0.27	0.04	0.00	0.45	0.05	0.00	0.44	0.06	0.00	0.21
Avail Cap(c_a), veh/h	1485	0	2129	1640	0	2036	1778	0	2158	1573	0	2121
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	6.8	0.0	5.0	5.6	0.0	5.4	6.7	0.0	6.7	7.8	0.0	6.3
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.0	0.0	0.4	0.1	0.0	0.5	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	0.0	5.2	5.6	0.0	5.9	6.8	0.0	7.3	7.8	0.0	6.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		257			307			245			135	
Approach Delay, s/veh		5.7			5.8			7.3			6.8	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	9.9	12.0	9.9	12.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	25.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	4.2	6.0	4.7	4.7
Green Ext Time (p_c), s	1.3	1.2	0.6	1.7

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	229	38	42	220	28	17	146	30	67	192	33
Future Volume (veh/h)	60	229	38	42	220	28	17	146	30	67	192	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1900	1870	1870	1900	1885	1885	1900	1885	1885
Adj Flow Rate, veh/h	65	246	41	45	237	30	18	157	32	72	206	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	2	0	1	1	0	1	1
Cap, veh/h	577	556	93	561	579	73	539	472	96	580	488	83
Arrive On Green	0.36	0.36	0.31	0.36	0.36	0.31	0.31	0.31	0.27	0.31	0.31	0.27
Sat Flow, veh/h	1130	1563	260	1109	1627	206	1157	1520	310	1213	1570	267
Grp Volume(v), veh/h	65	0	287	45	0	267	18	0	189	72	0	241
Grp Sat Flow(s),veh/h/ln	1130	0	1823	1109	0	1833	1157	0	1829	1213	0	1837
Q Serve(g_s), s	1.1	0.0	2.9	0.8	0.0	2.6	0.3	0.0	1.9	1.2	0.0	2.5
Cycle Q Clear(g_c), s	3.8	0.0	2.9	3.7	0.0	2.6	2.8	0.0	1.9	3.1	0.0	2.5
Prop In Lane	1.00		0.14	1.00		0.11	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	577	0	648	561	0	652	539	0	568	580	0	571
V/C Ratio(X)	0.11	0.00	0.44	0.08	0.00	0.41	0.03	0.00	0.33	0.12	0.00	0.42
Avail Cap(c_a), veh/h	1401	0	1977	1369	0	1988	1434	0	1984	1519	0	1992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	0.0	6.0	7.3	0.0	5.9	7.7	0.0	6.4	7.5	0.0	6.6
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.1	0.0	0.4	0.0	0.0	0.3	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.1	0.0	0.5	0.0	0.0	0.4	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.0	6.4	7.4	0.0	6.3	7.7	0.0	6.8	7.6	0.0	7.1
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		352			312			207			313	
Approach Delay, s/veh		6.6			6.4			6.8			7.2	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	11.4	12.5	11.4	12.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	25.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	4.8	5.8	5.1	5.7
Green Ext Time (p_c), s	1.1	1.9	1.6	1.7

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	125	20	22	180	47	23	149	27	143	64	36
Future Volume (veh/h)	63	125	20	22	180	47	23	149	27	143	64	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1841	1826	1781	1781	1841	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	78	154	25	27	222	58	28	184	33	177	79	44
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, %	3	4	4	5	8	8	4	2	2	1	2	2
Cap, veh/h	493	524	85	577	462	121	662	566	101	594	413	230
Arrive On Green	0.34	0.34	0.30	0.34	0.34	0.30	0.37	0.37	0.33	0.37	0.37	0.33
Sat Flow, veh/h	1090	1545	251	1177	1362	356	1248	1544	277	1173	1129	629
Grp Volume(v), veh/h	78	0	179	27	0	280	28	0	217	177	0	123
Grp Sat Flow(s),veh/h/ln	1090	0	1796	1177	0	1717	1248	0	1821	1173	0	1757
Q Serve(g_s), s	1.7	0.0	2.0	0.5	0.0	3.5	0.4	0.0	2.3	3.5	0.0	1.3
Cycle Q Clear(g_c), s	5.2	0.0	2.0	2.5	0.0	3.5	1.7	0.0	2.3	5.8	0.0	1.3
Prop In Lane	1.00		0.14	1.00		0.21	1.00		0.15	1.00		0.36
Lane Grp Cap(c), veh/h	493	0	609	577	0	582	662	0	667	594	0	644
V/C Ratio(X)	0.16	0.00	0.29	0.05	0.00	0.48	0.04	0.00	0.33	0.30	0.00	0.19
Avail Cap(c_a), veh/h	1088	0	1587	1219	0	1518	1492	0	1878	1374	0	1812
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	9.1	0.0	6.6	7.5	0.0	7.2	6.5	0.0	6.2	8.3	0.0	6.0
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.0	0.0	0.6	0.0	0.0	0.3	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.5	0.1	0.0	0.8	0.1	0.0	0.5	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	6.9	7.5	0.0	7.8	6.5	0.0	6.5	8.6	0.0	6.1
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		257			307			245			300	
Approach Delay, s/veh		7.6			7.8			6.5			7.6	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	13.9	13.2	13.9	13.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	27.0	23.0	27.0	23.0
Max Q Clear Time (g_c+I1), s	4.3	7.2	7.8	5.5
Green Ext Time (p_c), s	1.3	1.1	1.3	1.6

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	229	38	42	220	28	17	146	30	335	196	51
Future Volume (veh/h)	60	229	38	42	220	28	17	146	30	335	196	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1900	1870	1870	1900	1885	1885	1900	1885	1885
Adj Flow Rate, veh/h	65	246	41	45	237	30	18	157	32	360	211	55
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, %	0	2	2	0	2	2	0	1	1	0	1	1
Cap, veh/h	405	464	77	388	483	61	640	722	147	708	685	179
Arrive On Green	0.30	0.30	0.27	0.30	0.30	0.27	0.48	0.48	0.45	0.48	0.48	0.45
Sat Flow, veh/h	1130	1563	260	1109	1627	206	1131	1520	310	1213	1442	376
Grp Volume(v), veh/h	65	0	287	45	0	267	18	0	189	360	0	266
Grp Sat Flow(s),veh/h/ln	1130	0	1823	1109	0	1833	1131	0	1829	1213	0	1818
Q Serve(g_s), s	1.8	0.0	4.6	1.2	0.0	4.2	0.3	0.0	2.1	8.7	0.0	3.2
Cycle Q Clear(g_c), s	6.0	0.0	4.6	5.9	0.0	4.2	3.5	0.0	2.1	10.8	0.0	3.2
Prop In Lane	1.00		0.14	1.00		0.11	1.00		0.17	1.00		0.21
Lane Grp Cap(c), veh/h	405	0	541	388	0	544	640	0	869	708	0	864
V/C Ratio(X)	0.16	0.00	0.53	0.12	0.00	0.49	0.03	0.00	0.22	0.51	0.00	0.31
Avail Cap(c_a), veh/h	713	0	1039	691	0	1045	1134	0	1668	1237	0	1657
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	10.4	12.8	0.0	10.2	6.8	0.0	5.4	8.6	0.0	5.7
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.1	0.0	0.7	0.0	0.0	0.1	0.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.5	0.3	0.0	1.3	0.1	0.0	0.5	1.6	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	0.0	11.2	12.9	0.0	10.9	6.8	0.0	5.6	9.1	0.0	5.9
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		352			312			207			626	
Approach Delay, s/veh		11.5			11.2			5.7			7.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.7	14.4	20.7	14.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	31.0	19.0	31.0	19.0
Max Q Clear Time (g_c+I1), s	5.5	8.0	12.8	7.9
Green Ext Time (p_c), s	1.1	1.5	2.9	1.3

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	265	20	22	180	70	23	254	27	178	64	36
Future Volume (veh/h)	98	265	20	22	180	70	23	254	27	178	64	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1781	1781	1841	1885	1885	1885	1870	1870
Adj Flow Rate, veh/h	121	327	25	27	222	86	28	314	33	220	79	44
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, %	2	2	2	5	8	8	4	1	1	1	2	2
Cap, veh/h	420	622	48	397	444	172	670	726	76	498	489	272
Arrive On Green	0.36	0.36	0.34	0.36	0.36	0.34	0.43	0.43	0.41	0.43	0.43	0.41
Sat Flow, veh/h	1071	1716	131	1005	1223	474	1248	1677	176	1042	1129	629
Grp Volume(v), veh/h	121	0	352	27	0	308	28	0	347	220	0	123
Grp Sat Flow(s),veh/h/ln	1071	0	1847	1005	0	1696	1248	0	1853	1042	0	1757
Q Serve(g_s), s	3.9	0.0	5.9	0.9	0.0	5.6	0.5	0.0	5.1	7.3	0.0	1.7
Cycle Q Clear(g_c), s	9.5	0.0	5.9	6.7	0.0	5.6	2.2	0.0	5.1	12.4	0.0	1.7
Prop In Lane	1.00		0.07	1.00		0.28	1.00		0.10	1.00		0.36
Lane Grp Cap(c), veh/h	420	0	670	397	0	615	670	0	802	498	0	761
V/C Ratio(X)	0.29	0.00	0.53	0.07	0.00	0.50	0.04	0.00	0.43	0.44	0.00	0.16
Avail Cap(c_a), veh/h	606	0	991	572	0	910	1118	0	1468	873	0	1392
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	13.4	0.0	9.9	12.5	0.0	9.8	7.5	0.0	7.8	12.1	0.0	6.9
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.1	0.0	0.6	0.0	0.0	0.4	0.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.9	0.2	0.0	1.6	0.1	0.0	1.5	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	0.0	10.5	12.5	0.0	10.5	7.5	0.0	8.2	12.7	0.0	7.0
LnGrp LOS	B	A	B	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		473			335			375			343	
Approach Delay, s/veh		11.3			10.6			8.1			10.7	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.9	18.2	20.9	18.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	20.0	30.0	20.0
Max Q Clear Time (g_c+I1), s	7.1	11.5	14.4	8.7
Green Ext Time (p_c), s	2.2	1.7	1.5	1.5

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	229	38	42	220	28	17	146	30	485	196	191
Future Volume (veh/h)	60	229	38	42	220	28	17	146	30	485	196	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1900	1870	1870	1900	1885	1885	1900	1885	1885
Adj Flow Rate, veh/h	65	246	41	45	237	30	18	157	32	522	211	205
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, %	0	2	2	0	2	2	0	1	1	0	1	1
Cap, veh/h	315	418	70	299	435	55	568	853	174	773	493	479
Arrive On Green	0.27	0.27	0.25	0.27	0.27	0.25	0.56	0.56	0.54	0.56	0.56	0.54
Sat Flow, veh/h	1130	1563	260	1109	1627	206	986	1520	310	1213	878	853
Grp Volume(v), veh/h	65	0	287	45	0	267	18	0	189	522	0	416
Grp Sat Flow(s),veh/h/ln	1130	0	1823	1109	0	1833	986	0	1829	1213	0	1732
Q Serve(g_s), s	2.4	0.0	6.4	1.7	0.0	5.8	0.5	0.0	2.4	17.3	0.0	6.6
Cycle Q Clear(g_c), s	8.3	0.0	6.4	8.1	0.0	5.8	7.1	0.0	2.4	19.7	0.0	6.6
Prop In Lane	1.00		0.14	1.00		0.11	1.00		0.17	1.00		0.49
Lane Grp Cap(c), veh/h	315	0	488	299	0	490	568	0	1027	773	0	972
V/C Ratio(X)	0.21	0.00	0.59	0.15	0.00	0.54	0.03	0.00	0.18	0.68	0.00	0.43
Avail Cap(c_a), veh/h	484	0	761	465	0	765	700	0	1272	936	0	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	14.9	18.4	0.0	14.7	8.0	0.0	5.1	9.8	0.0	6.1
Incr Delay (d2), s/veh	0.3	0.0	1.1	0.2	0.0	0.9	0.0	0.0	0.1	1.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.4	0.4	0.0	2.2	0.1	0.0	0.6	3.5	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	16.1	18.6	0.0	15.7	8.0	0.0	5.1	11.3	0.0	6.4
LnGrp LOS	B	A	B	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		352			312			207			938	
Approach Delay, s/veh		16.5			16.1			5.4			9.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.2	16.5	30.2	16.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	31.5	18.5	31.5	18.5
Max Q Clear Time (g_c+I1), s	9.1	10.3	21.7	10.1
Green Ext Time (p_c), s	1.1	1.2	3.6	1.1

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

8TH STREET & CHERRY STREET

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

8th St & Cherry St - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569793, Location: 39.467518, -87.405769

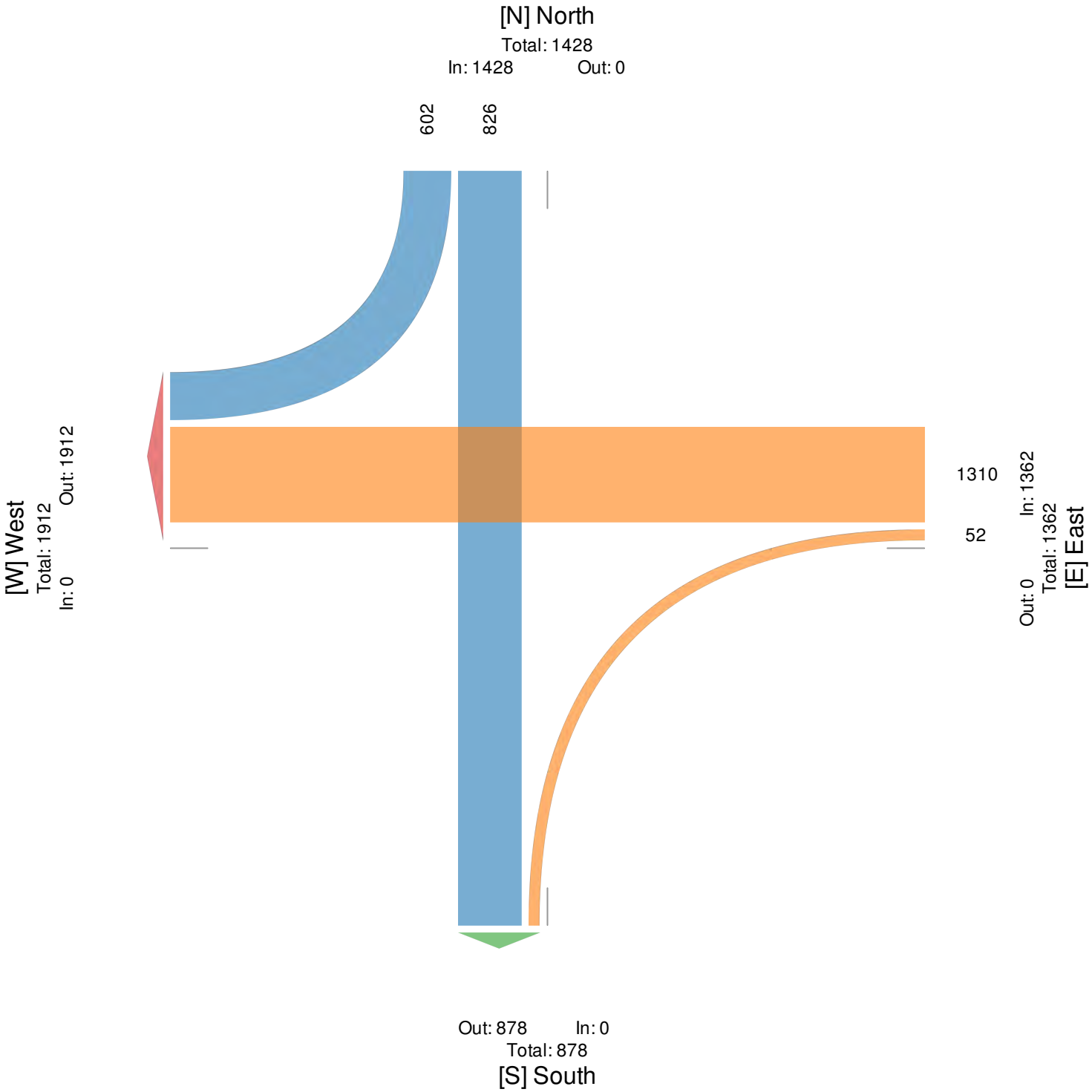
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg / Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2018-09-25 4:00PM	0	0	0	0	**0**	0	41	34	0	**75**	0	0	0	0	**0**	2	56	0	0	**58**	**133**
4:15PM	0	0	0	0	**0**	0	62	31	0	**93**	0	0	0	0	**0**	3	50	0	0	**53**	**146**
4:30PM	0	0	0	0	**0**	0	81	38	0	**119**	0	0	0	0	**0**	3	69	0	0	**72**	**191**
4:45PM	0	0	0	0	**0**	0	64	52	0	**116**	0	0	0	0	**0**	4	59	0	0	**63**	**179**
Hourly Total	0	0	0	0	**0**	0	248	155	0	**403**	0	0	0	0	**0**	12	234	0	0	**246**	**649**
5:00PM	0	0	0	0	**0**	0	76	45	0	**121**	0	0	0	0	**0**	1	95	0	0	**96**	**217**
5:15PM	0	0	0	0	**0**	0	57	34	0	**91**	0	0	0	0	**0**	4	64	0	0	**68**	**159**
5:30PM	0	0	0	0	**0**	0	45	22	0	**67**	0	0	0	0	**0**	0	54	0	0	**54**	**121**
5:45PM	0	0	0	0	**0**	0	47	29	0	**76**	0	0	0	0	**0**	0	56	0	0	**56**	**132**
Hourly Total	0	0	0	0	**0**	0	225	130	0	**355**	0	0	0	0	**0**	5	269	0	0	**274**	**629**
6:00PM	0	0	0	0	**0**	0	45	35	0	**80**	0	0	0	0	**0**	1	58	0	0	**59**	**139**
6:15PM	0	0	0	0	**0**	0	33	21	0	**54**	0	0	0	0	**0**	4	53	0	0	**57**	**111**
6:30PM	0	0	0	0	**0**	0	25	20	0	**45**	0	0	0	0	**0**	2	51	0	0	**53**	**98**
6:45PM	0	0	0	0	**0**	0	25	27	0	**52**	0	0	0	0	**0**	4	50	0	0	**54**	**106**
Hourly Total	0	0	0	0	**0**	0	128	103	0	**231**	0	0	0	0	**0**	11	212	0	0	**223**	**454**
2018-09-26 6:00AM	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	13	0	0	**13**	**15**
6:15AM	0	0	0	0	**0**	0	4	5	0	**9**	0	0	0	0	**0**	1	10	0	0	**11**	**20**
6:30AM	0	0	0	0	**0**	0	8	6	0	**14**	0	0	0	0	**0**	0	11	0	0	**11**	**25**
6:45AM	0	0	0	0	**0**	0	12	11	0	**23**	0	0	0	0	**0**	1	29	0	0	**30**	**53**
Hourly Total	0	0	0	0	**0**	0	26	22	0	**48**	0	0	0	0	**0**	2	63	0	0	**65**	**113**
7:00AM	0	0	0	0	**0**	0	6	15	0	**21**	0	0	0	0	**0**	1	28	0	0	**29**	**50**
7:15AM	0	0	0	0	**0**	0	18	6	0	**24**	0	0	0	0	**0**	0	60	0	0	**60**	**84**
7:30AM	0	0	0	0	**0**	0	11	19	0	**30**	0	0	0	0	**0**	2	60	0	0	**62**	**92**
7:45AM	0	0	0	0	**0**	0	35	28	0	**63**	0	0	0	0	**0**	3	95	0	0	**98**	**161**
Hourly Total	0	0	0	0	**0**	0	70	68	0	**138**	0	0	0	0	**0**	6	243	0	0	**249**	**387**
8:00AM	0	0	0	0	**0**	0	38	44	0	**82**	0	0	0	0	**0**	4	81	0	0	**85**	**167**
8:15AM	0	0	0	0	**0**	0	27	30	0	**57**	0	0	0	0	**0**	3	52	0	0	**55**	**112**
8:30AM	0	0	0	0	**0**	0	22	22	0	**44**	0	0	0	0	**0**	2	81	0	0	**83**	**127**
8:45AM	0	0	0	0	**0**	0	42	28	0	**70**	0	0	0	0	**0**	7	75	0	0	**82**	**152**
Hourly Total	0	0	0	0	**0**	0	129	124	0	**253**	0	0	0	0	**0**	16	289	0	0	**305**	**558**
Total	0	0	0	0	**0**	0	826	602	0	**1428**	0	0	0	0	**0**	52	1310	0	0	**1362**	**2790**
% Approach	0%	0%	0%	0%	-	0%	57.8%	42.2%	0%	-	0%	0%	0%	0%	-	3.8%	96.2%	0%	0%	-	-
% Total	0%	0%	0%	0%	**0%**	0%	29.6%	21.6%	0%	**51.2%**	0%	0%	0%	0%	**0%**	1.9%	47.0%	0%	0%	**48.8%**	-
Lights and Motorcycles	0	0	0	0	**0**	0	801	549	0	**1350**	0	0	0	0	**0**	52	1276	0	0	**1328**	2678
% Lights and Motorcycles	0%	0%	0%	0%	-	0%	97.0%	91.2%	0%	**94.5%**	0%	0%	0%	0%	-	100%	97.4%	0%	0%	**97.5%**	96.0%
Heavy	0	0	0	0	**0**	0	25	53	0	**78**	0	0	0	0	**0**	0	34	0	0	**34**	112
% Heavy	0%	0%	0%	0%	-	0%	3.0%	8.8%	0%	**5.5%**	0%	0%	0%	0%	-	0%	2.6%	0%	0%	**2.5%**	4.0%

*L: Left, R: Right, T: Thru, U: U-Turn

8th St & Cherry St - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569793, Location: 39.467518, -87.405769

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



8th St & Cherry St - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569793, Location: 39.467518, -87.405769

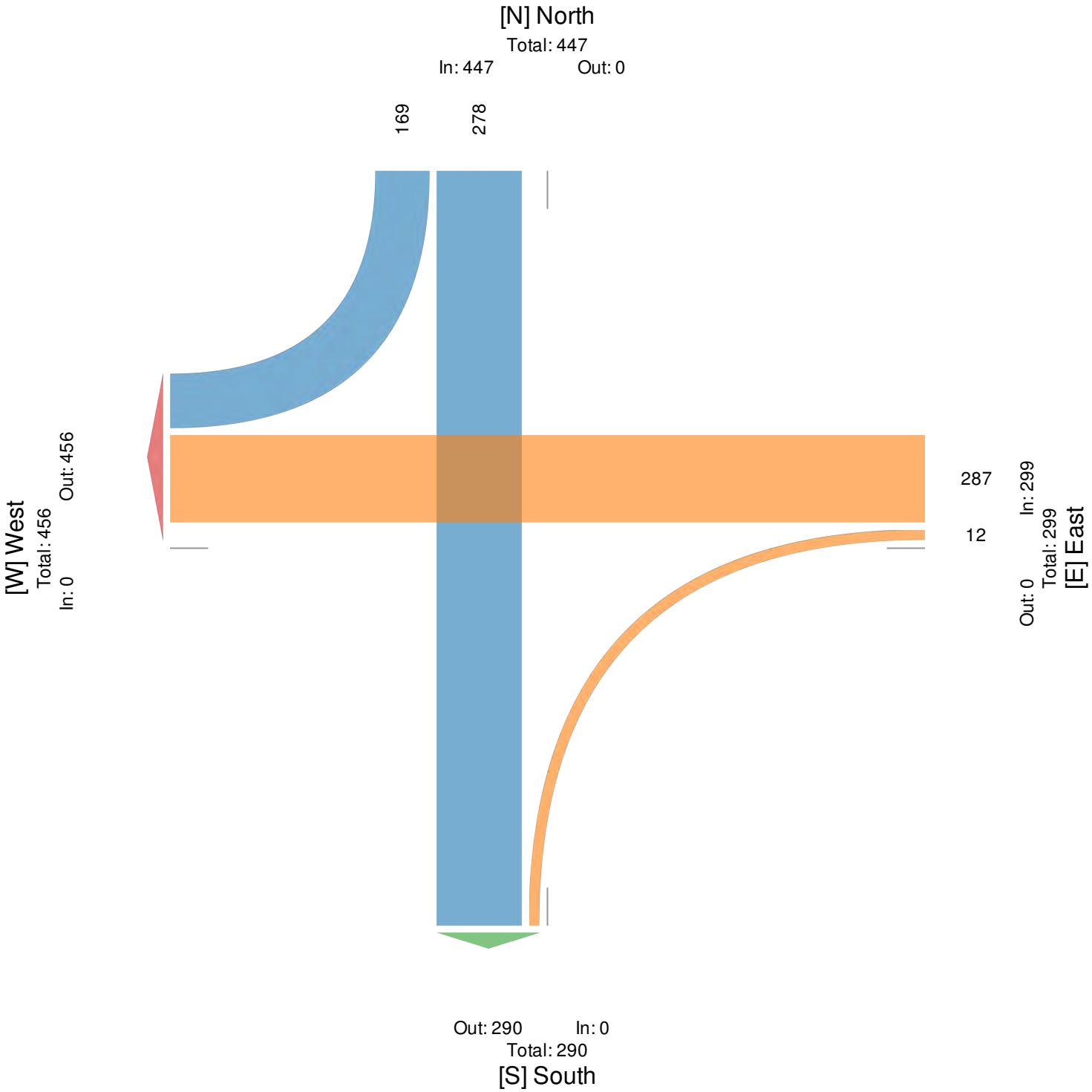
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201,
Indianapolis, IN, 46240, US

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2018-09-25 4:30PM	0	0	0	0	**0**	0	81	38	0	**119**	0	0	0	0	**0**	3	69	0	0	**72**	**191**
4:45PM	0	0	0	0	**0**	0	64	52	0	**116**	0	0	0	0	**0**	4	59	0	0	**63**	**179**
5:00PM	0	0	0	0	**0**	0	76	45	0	**121**	0	0	0	0	**0**	1	95	0	0	**96**	**217**
5:15PM	0	0	0	0	**0**	0	57	34	0	**91**	0	0	0	0	**0**	4	64	0	0	**68**	**159**
Total	0	0	0	0	**0**	0	278	169	0	**447**	0	0	0	0	**0**	12	287	0	0	**299**	**746**
% Approach	0%	0%	0%	0%	-	0%	62.2%	37.8%	0%	-	0%	0%	0%	0%	-	4.0%	96.0%	0%	0%	-	-
% Total	0%	0%	0%	0%	**0%**	0%	37.3%	22.7%	0%	**59.9%**	0%	0%	0%	0%	**0%**	1.6%	38.5%	0%	0%	**40.1%**	-
PHF	-	-	-	-	-	-	0.858	0.813	-	**0.924**	-	-	-	-	-	0.750	0.755	-	-	**0.779**	0.859
Lights and Motorcycles	0	0	0	0	**0**	0	274	162	0	**436**	0	0	0	0	**0**	12	281	0	0	**293**	729
% Lights and Motorcycles	0%	0%	0%	0%	-	0%	98.6%	95.9%	0%	**97.5%**	0%	0%	0%	0%	-	100%	97.9%	0%	0%	**98.0%**	97.7%
Heavy	0	0	0	0	**0**	0	4	7	0	**11**	0	0	0	0	**0**	0	6	0	0	**6**	17
% Heavy	0%	0%	0%	0%	-	0%	1.4%	4.1%	0%	**2.5%**	0%	0%	0%	0%	-	0%	2.1%	0%	0%	**2.0%**	2.3%

*L: Left, R: Right, T: Thru, U: U-Turn

8th St & Cherry St - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569793, Location: 39.467518, -87.405769

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



8th St & Cherry St - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 7:45AM - 8:45AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569793, Location: 39.467518, -87.405769

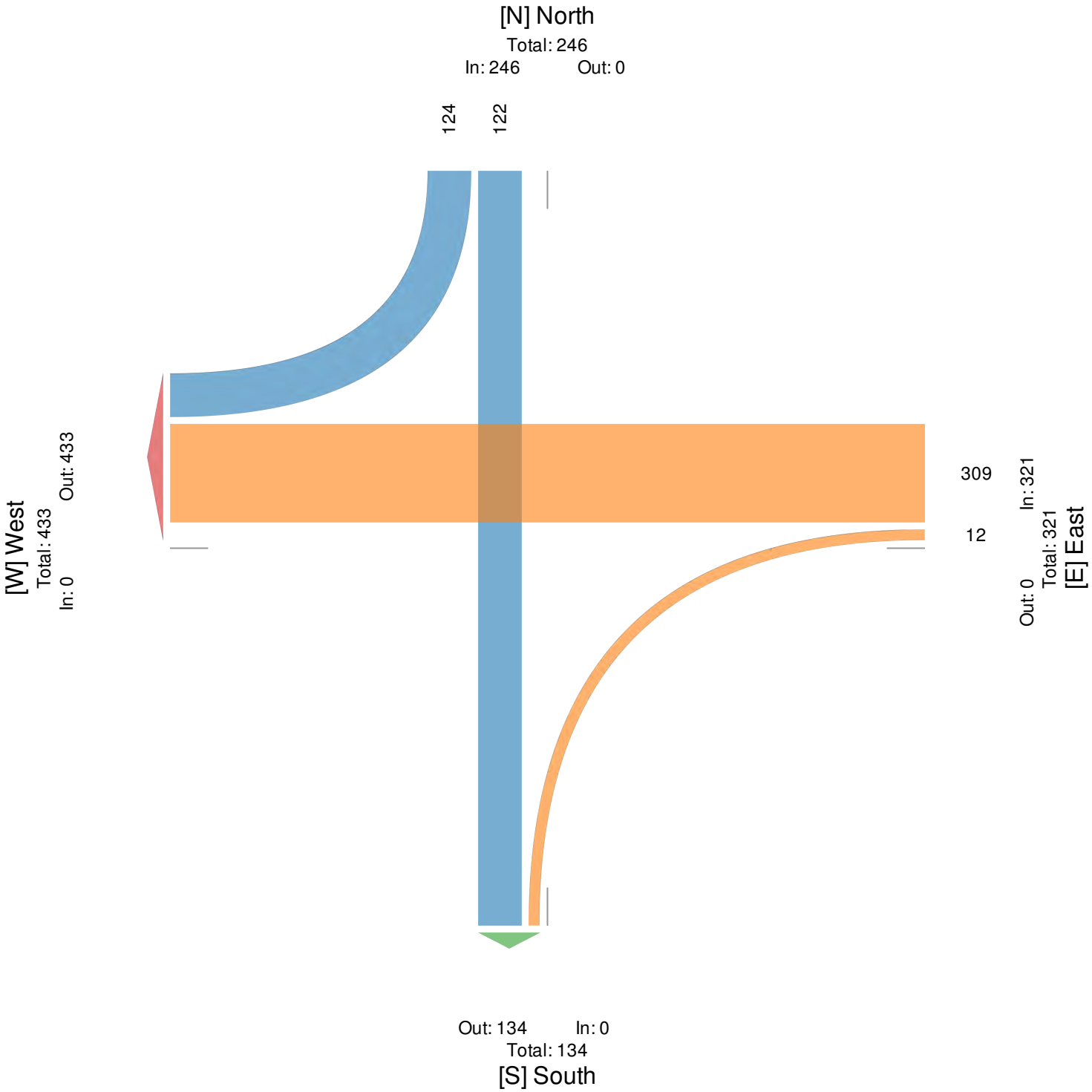
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2018-09-26 7:45AM	0	0	0	0	**0**	0	35	28	0	**63**	0	0	0	0	**0**	3	95	0	0	**98**	**161**
8:00AM	0	0	0	0	**0**	0	38	44	0	**82**	0	0	0	0	**0**	4	81	0	0	**85**	**167**
8:15AM	0	0	0	0	**0**	0	27	30	0	**57**	0	0	0	0	**0**	3	52	0	0	**55**	**112**
8:30AM	0	0	0	0	**0**	0	22	22	0	**44**	0	0	0	0	**0**	2	81	0	0	**83**	**127**
Total	0	0	0	0	**0**	0	122	124	0	**246**	0	0	0	0	**0**	12	309	0	0	**321**	**567**
% Approach	0%	0%	0%	0%	-	0%	49.6%	50.4%	0%	-	0%	0%	0%	0%	-	3.7%	96.3%	0%	0%	-	-
% Total	0%	0%	0%	0%	**0%**	0%	21.5%	21.9%	0%	**43.4%**	0%	0%	0%	0%	**0%**	2.1%	54.5%	0%	0%	**56.6%**	-
PHF	-	-	-	-	-	-	0.803	0.705	-	**0.750**	-	-	-	-	-	0.750	0.813	-	-	**0.819**	0.849
Lights and Motorcycles	0	0	0	0	**0**	0	118	105	0	**223**	0	0	0	0	**0**	12	301	0	0	**313**	536
% Lights and Motorcycles	0%	0%	0%	0%	-	0%	96.7%	84.7%	0%	**90.7%**	0%	0%	0%	0%	-	100%	97.4%	0%	0%	**97.5%**	94.5%
Heavy	0	0	0	0	**0**	0	4	19	0	**23**	0	0	0	0	**0**	0	8	0	0	**8**	31
% Heavy	0%	0%	0%	0%	-	0%	3.3%	15.3%	0%	**9.3%**	0%	0%	0%	0%	-	0%	2.6%	0%	0%	**2.5%**	5.5%

*L: Left, R: Right, T: Thru, U: U-Turn

8th St & Cherry St - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 7:45AM - 8:45AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569793, Location: 39.467518, -87.405769

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	12	309	0	0	0	0	0	122	124
Future Volume (veh/h)	0	0	0	12	309	0	0	0	0	0	122	124
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
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1856	1856	0				0	1856	1856
Adj Flow Rate, veh/h				14	364	0				0	144	146
Peak Hour Factor				0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %				3	3	0				0	3	3
Cap, veh/h				226	1055	0				0	469	419
Arrive On Green				0.31	0.31	0.00				0.00	0.27	0.21
Sat Flow, veh/h				76	3444	0				0	1856	1572
Grp Volume(v), veh/h				204	174	0				0	144	146
Grp Sat Flow(s),veh/h/ln				1831	1604	0				0	1763	1572
Q Serve(g_s), s				0.0	1.6	0.0				0.0	1.2	1.5
Cycle Q Clear(g_c), s				1.6	1.6	0.0				0.0	1.2	1.5
Prop In Lane				0.07		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				777	504	0				0	469	419
V/C Ratio(X)				0.26	0.35	0.00				0.00	0.31	0.35
Avail Cap(c_a), veh/h				2684	2189	0				0	2405	2146
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				5.0	5.0	0.0				0.0	5.6	6.1
Incr Delay (d2), s/veh				0.2	0.4	0.0				0.0	0.4	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.2	0.2	0.0				0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				5.2	5.4	0.0				0.0	6.0	6.6
LnGrp LOS				A	A	A				A	A	A
Approach Vol, veh/h					378						290	
Approach Delay, s/veh					5.3						6.3	
Approach LOS					A						A	

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						9.1		10.0				
Change Period (Y+Rc), s						5.0		5.0				
Max Green Setting (Gmax), s						25.0		25.0				
Max Q Clear Time (g_c+I1), s						3.5		3.6				
Green Ext Time (p_c), s						1.7		2.1				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	12	287	0	0	0	0	0	278	169
Future Volume (veh/h)	0	0	0	12	287	0	0	0	0	0	278	169
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
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1885	1885
Adj Flow Rate, veh/h				14	334	0				0	323	197
Peak Hour Factor				0.86	0.86	0.86				0.86	0.86	0.86
Percent Heavy Veh, %				2	2	0				0	1	1
Cap, veh/h				192	906	0				0	819	489
Arrive On Green				0.27	0.27	0.00				0.00	0.38	0.34
Sat Flow, veh/h				83	3463	0				0	2252	1287
Grp Volume(v), veh/h				188	160	0				0	267	253
Grp Sat Flow(s),veh/h/ln				1844	1617	0				0	1791	1654
Q Serve(g_s), s				0.0	1.8	0.0				0.0	2.5	2.6
Cycle Q Clear(g_c), s				1.9	1.8	0.0				0.0	2.5	2.6
Prop In Lane				0.07		0.00				0.00		0.78
Lane Grp Cap(c), veh/h				665	434	0				0	680	628
V/C Ratio(X)				0.28	0.37	0.00				0.00	0.39	0.40
Avail Cap(c_a), veh/h				2103	1707	0				0	2206	2036
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				6.8	6.8	0.0				0.0	5.1	5.5
Incr Delay (d2), s/veh				0.2	0.5	0.0				0.0	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				0.4	0.4	0.0				0.0	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				7.0	7.3	0.0				0.0	5.5	5.9
LnGrp LOS				A	A	A				A	A	A
Approach Vol, veh/h					348						520	
Approach Delay, s/veh					7.1						5.7	
Approach LOS					A						A	

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						12.6		10.1				
Change Period (Y+Rc), s						5.0		5.0				
Max Green Setting (Gmax), s						27.0		23.0				
Max Q Clear Time (g_c+I1), s						4.6		3.9				
Green Ext Time (p_c), s						3.3		1.9				

Intersection Summary												
HCM 6th Ctrl Delay			6.3									
HCM 6th LOS			A									

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	321	0	0	246
Future Volume (veh/h)	0	0	321	0	0	246
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No		No	
Adj Sat Flow, veh/h/ln			1856	0	0	1781
Adj Flow Rate, veh/h			378	0	0	289
Peak Hour Factor			0.85	0.85	0.85	0.85
Percent Heavy Veh, %			3	0	0	8
Cap, veh/h			1727	0	0	0
Arrive On Green			0.49	0.00	0.00	0.00
Sat Flow, veh/h			3711	0	0	
Grp Volume(v), veh/h			378	0	0.0	
Grp Sat Flow(s),veh/h/ln			1763	0		
Q Serve(g_s), s			0.5	0.0		
Cycle Q Clear(g_c), s			0.5	0.0		
Prop In Lane				0.00		
Lane Grp Cap(c), veh/h			1727	0		
V/C Ratio(X)			0.22	0.00		
Avail Cap(c_a), veh/h			13492	0		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			1.00	0.00		
Uniform Delay (d), s/veh			1.1	0.0		
Incr Delay (d2), s/veh			0.1	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(50%),veh/ln			0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			1.2	0.0		
LnGrp LOS			A	A		
Approach Vol, veh/h			378			
Approach Delay, s/veh			1.2			
Approach LOS			A			

Timer - Assigned Phs	8
Phs Duration (G+Y+Rc), s	7.8
Change Period (Y+Rc), s	5.0
Max Green Setting (Gmax), s	29.0
Max Q Clear Time (g_c+I1), s	2.5
Green Ext Time (p_c), s	2.6

Intersection Summary	
HCM 6th Ctrl Delay	1.2
HCM 6th LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	299	0	0	447
Future Volume (veh/h)	0	0	299	0	0	447
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No		No	
Adj Sat Flow, veh/h/ln			1870	0	0	1870
Adj Flow Rate, veh/h			348	0	0	520
Peak Hour Factor			0.86	0.86	0.86	0.86
Percent Heavy Veh, %			2	0	0	2
Cap, veh/h			1684	0	0	0
Arrive On Green			0.47	0.00	0.00	0.00
Sat Flow, veh/h			3741	0	0	
Grp Volume(v), veh/h			348	0	0.0	
Grp Sat Flow(s),veh/h/ln			1777	0		
Q Serve(g_s), s			0.4	0.0		
Cycle Q Clear(g_c), s			0.4	0.0		
Prop In Lane				0.00		
Lane Grp Cap(c), veh/h			1684	0		
V/C Ratio(X)			0.21	0.00		
Avail Cap(c_a), veh/h			12154	0		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			1.00	0.00		
Uniform Delay (d), s/veh			1.2	0.0		
Incr Delay (d2), s/veh			0.1	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(50%),veh/ln			0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			1.2	0.0		
LnGrp LOS			A	A		
Approach Vol, veh/h			348			
Approach Delay, s/veh			1.2			
Approach LOS			A			

Timer - Assigned Phs	8
Phs Duration (G+Y+Rc), s	7.6
Change Period (Y+Rc), s	5.0
Max Green Setting (Gmax), s	25.0
Max Q Clear Time (g_c+I1), s	2.4
Green Ext Time (p_c), s	2.2

Intersection Summary	
HCM 6th Ctrl Delay	1.2
HCM 6th LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	504	0	0	258
Future Volume (veh/h)	0	0	504	0	0	258
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No		No	
Adj Sat Flow, veh/h/ln			1870	0	0	1781
Adj Flow Rate, veh/h			593	0	0	304
Peak Hour Factor			0.85	0.85	0.85	0.85
Percent Heavy Veh, %			2	0	0	8
Cap, veh/h			2263	0	0	0
Arrive On Green			0.64	0.00	0.00	0.00
Sat Flow, veh/h			3741	0	0	
Grp Volume(v), veh/h			593	0	0.0	
Grp Sat Flow(s),veh/h/ln			1777	0		
Q Serve(g_s), s			0.8	0.0		
Cycle Q Clear(g_c), s			0.8	0.0		
Prop In Lane				0.00		
Lane Grp Cap(c), veh/h			2263	0		
V/C Ratio(X)			0.26	0.00		
Avail Cap(c_a), veh/h			10327	0		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			1.00	0.00		
Uniform Delay (d), s/veh			0.9	0.0		
Incr Delay (d2), s/veh			0.1	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(50%),veh/ln			0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.9	0.0		
LnGrp LOS			A	A		
Approach Vol, veh/h			593			
Approach Delay, s/veh			0.9			
Approach LOS			A			

Timer - Assigned Phs	8
Phs Duration (G+Y+Rc), s	11.0
Change Period (Y+Rc), s	5.0
Max Green Setting (Gmax), s	31.0
Max Q Clear Time (g_c+I1), s	2.8
Green Ext Time (p_c), s	4.4

Intersection Summary	
HCM 6th Ctrl Delay	0.9
HCM 6th LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	757	0	0	447
Future Volume (veh/h)	0	0	757	0	0	447
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No		No	
Adj Sat Flow, veh/h/ln			1885	0	0	1870
Adj Flow Rate, veh/h			880	0	0	520
Peak Hour Factor			0.86	0.86	0.86	0.86
Percent Heavy Veh, %			1	0	0	2
Cap, veh/h			2616	0	0	0
Arrive On Green			0.73	0.00	0.00	0.00
Sat Flow, veh/h			3770	0	0	
Grp Volume(v), veh/h			880	0	0.0	
Grp Sat Flow(s),veh/h/ln			1791	0		
Q Serve(g_s), s			1.3	0.0		
Cycle Q Clear(g_c), s			1.3	0.0		
Prop In Lane				0.00		
Lane Grp Cap(c), veh/h			2616	0		
V/C Ratio(X)			0.34	0.00		
Avail Cap(c_a), veh/h			7003	0		
HCM Platoon Ratio			1.00	1.00		
Upstream Filter(I)			1.00	0.00		
Uniform Delay (d), s/veh			0.7	0.0		
Incr Delay (d2), s/veh			0.1	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0		
%ile BackOfQ(50%),veh/ln			0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.8	0.0		
LnGrp LOS			A	A		
Approach Vol, veh/h			880			
Approach Delay, s/veh			0.8			
Approach LOS			A			

Timer - Assigned Phs	8
Phs Duration (G+Y+Rc), s	14.8
Change Period (Y+Rc), s	5.0
Max Green Setting (Gmax), s	28.0
Max Q Clear Time (g_c+I1), s	3.3
Green Ext Time (p_c), s	6.8

Intersection Summary	
HCM 6th Ctrl Delay	0.8
HCM 6th LOS	A

8TH STREET & WABASH AVENUE

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

8th St & Wabash St - TMC

Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569797, Location: 39.466496, -87.405762

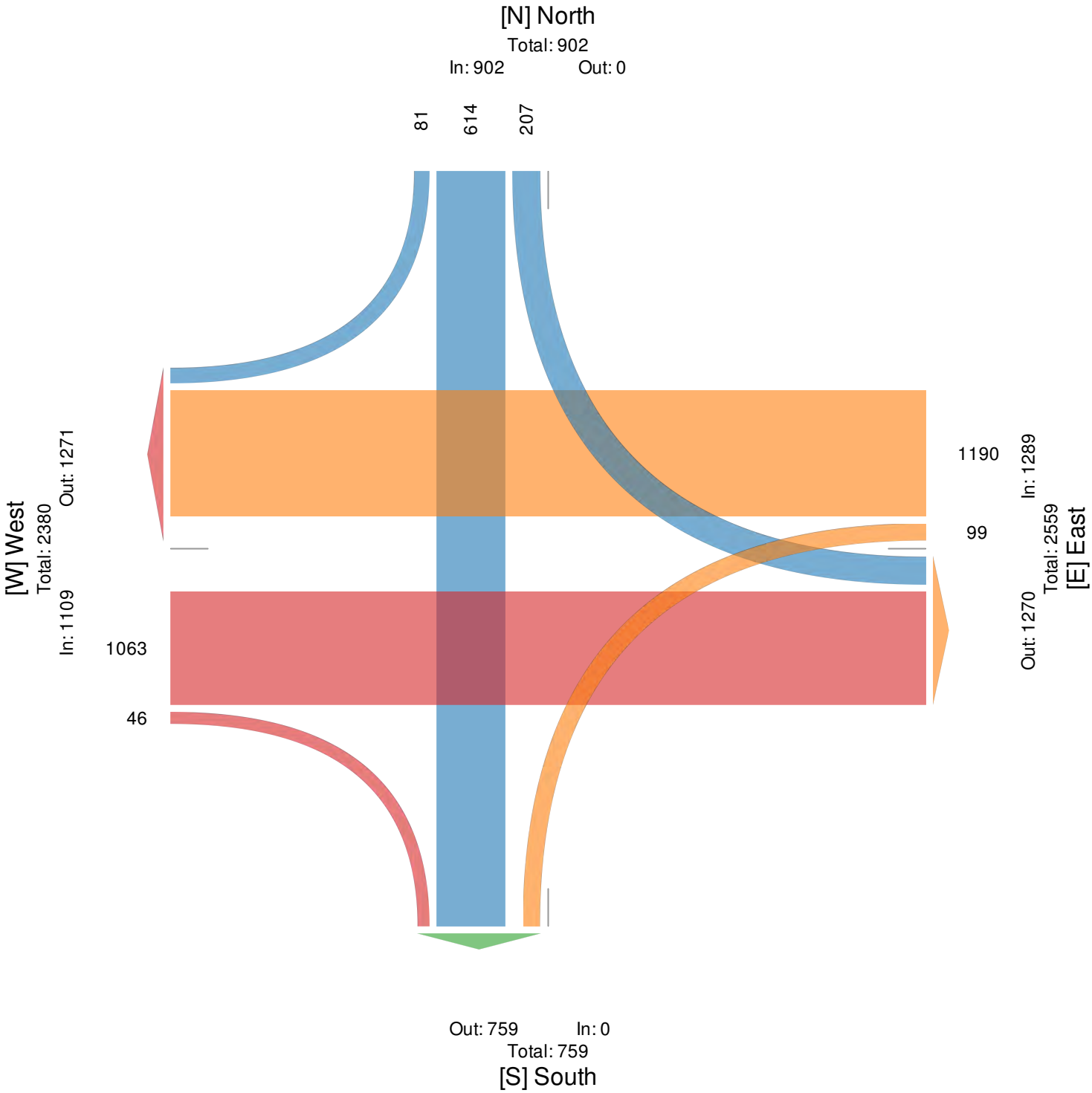
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2018-09-25 4:00PM	0	0	0	0	**0**	11	31	4	0	**46**	0	78	4	0	**82**	10	64	0	0	**74**	**202**
4:15PM	0	0	0	0	**0**	18	44	6	0	**68**	0	68	4	0	**72**	7	65	0	0	**72**	**212**
4:30PM	0	0	0	0	**0**	30	80	8	0	**118**	0	78	1	0	**79**	6	63	0	0	**69**	**266**
4:45PM	0	0	0	0	**0**	16	48	4	0	**68**	0	93	8	0	**101**	6	61	0	0	**67**	**236**
Hourly Total	0	0	0	0	**0**	75	203	22	0	**300**	0	317	17	0	**334**	29	253	0	0	**282**	**916**
5:00PM	0	0	0	0	**0**	14	67	8	0	**89**	0	78	4	0	**82**	7	67	0	0	**74**	**245**
5:15PM	0	0	0	0	**0**	16	39	5	0	**60**	0	59	3	0	**62**	5	48	0	0	**53**	**175**
5:30PM	0	0	0	0	**0**	9	40	3	0	**52**	0	50	1	0	**51**	5	55	0	0	**60**	**163**
5:45PM	0	0	0	0	**0**	8	36	5	0	**49**	0	58	1	0	**59**	3	52	0	0	**55**	**163**
Hourly Total	0	0	0	0	**0**	47	182	21	0	**250**	0	245	9	0	**254**	20	222	0	0	**242**	**746**
6:00PM	0	0	0	0	**0**	11	34	1	0	**46**	0	43	3	0	**46**	7	65	0	0	**72**	**164**
6:15PM	0	0	0	0	**0**	8	25	1	0	**34**	0	46	1	0	**47**	2	54	0	0	**56**	**137**
6:30PM	0	0	0	0	**0**	11	17	5	0	**33**	0	43	1	0	**44**	5	52	0	0	**57**	**134**
6:45PM	0	0	0	0	**0**	5	17	3	0	**25**	0	38	2	0	**40**	2	54	0	0	**56**	**121**
Hourly Total	0	0	0	0	**0**	35	93	10	0	**138**	0	170	7	0	**177**	16	225	0	0	**241**	**556**
7:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2018-09-26 6:00AM	0	0	0	0	**0**	1	0	0	0	**1**	0	8	0	0	**8**	0	7	0	0	**7**	**16**
6:15AM	0	0	0	0	**0**	2	2	1	0	**5**	0	12	1	0	**13**	1	22	0	0	**23**	**41**
6:30AM	0	0	0	0	**0**	1	8	0	0	**9**	0	11	0	0	**11**	2	15	0	0	**17**	**37**
6:45AM	0	0	0	0	**0**	2	9	0	0	**11**	0	18	0	0	**18**	1	25	0	0	**26**	**55**
Hourly Total	0	0	0	0	**0**	6	19	1	0	**26**	0	49	1	0	**50**	4	69	0	0	**73**	**149**
7:00AM	0	0	0	0	**0**	2	6	1	0	**9**	0	15	1	0	**16**	1	30	0	0	**31**	**56**
7:15AM	0	0	0	0	**0**	4	10	3	0	**17**	0	20	0	0	**20**	4	41	0	0	**45**	**82**
7:30AM	0	0	0	0	**0**	3	8	2	0	**13**	0	35	4	0	**39**	5	61	0	0	**66**	**118**
7:45AM	0	0	0	0	**0**	6	16	6	0	**28**	0	37	0	0	**37**	2	59	0	0	**61**	**126**
Hourly Total	0	0	0	0	**0**	15	40	12	0	**67**	0	107	5	0	**112**	12	191	0	0	**203**	**382**
8:00AM	0	0	0	0	**0**	3	19	7	0	**29**	0	30	2	0	**32**	2	40	0	0	**42**	**103**
8:15AM	0	0	0	0	**0**	9	14	3	0	**26**	0	46	0	0	**46**	6	41	0	0	**47**	**119**
8:30AM	0	0	0	0	**0**	4	15	3	0	**22**	0	47	2	0	**49**	5	80	0	0	**85**	**156**
8:45AM	0	0	0	0	**0**	13	29	2	0	**44**	0	52	3	0	**55**	5	69	0	0	**74**	**173**
Hourly Total	0	0	0	0	**0**	29	77	15	0	**121**	0	175	7	0	**182**	18	230	0	0	**248**	**551**
9:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Total	0	0	0	0	**0**	207	614	81	0	**902**	0	1063	46	0	**1109**	99	1190	0	0	**1289**	**3300**
% Approach	0%	0%	0%	0%	-	22.9%	68.1%	9.0%	0%	-	0%	95.9%	4.1%	0%	-	7.7%	92.3%	0%	0%	-	-
% Total	0%	0%	0%	0%	**0%**	6.3%	18.6%	2.5%	0%	**27.3%**	0%	32.2%	1.4%	0%	**33.6%**	3.0%	36.1%	0%	0%	**39.1%**	-
Lights and Motorcycles	0	0	0	0	**0**	201	602	80	0	**883**	0	1041	46	0	**1087**	99	1161	0	0	**1260**	3230
% Lights and Motorcycles	0%	0%	0%	0%	-	97.1%	98.0%	98.8%	0%	**97.9%**	0%	97.9%	100%	0%	**98.0%**	100%	97.6%	0%	0%	**97.8%**	97.9%
Heavy	0	0	0	0	**0**	6	12	1	0	**19**	0	22	0	0	**22**	0	29	0	0	**29**	70
% Heavy	0%	0%	0%	0%	-	2.9%	2.0%	1.2%	0%	**2.1%**	0%	2.1%	0%	0%	**2.0%**	0%	2.4%	0%	0%	**2.2%**	2.1%

*L: Left, R: Right, T: Thru, U: U-Turn

8th St & Wabash St - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569797, Location: 39.466496, -87.405762

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



8th St & Wabash St - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569797, Location: 39.466496, -87.405762

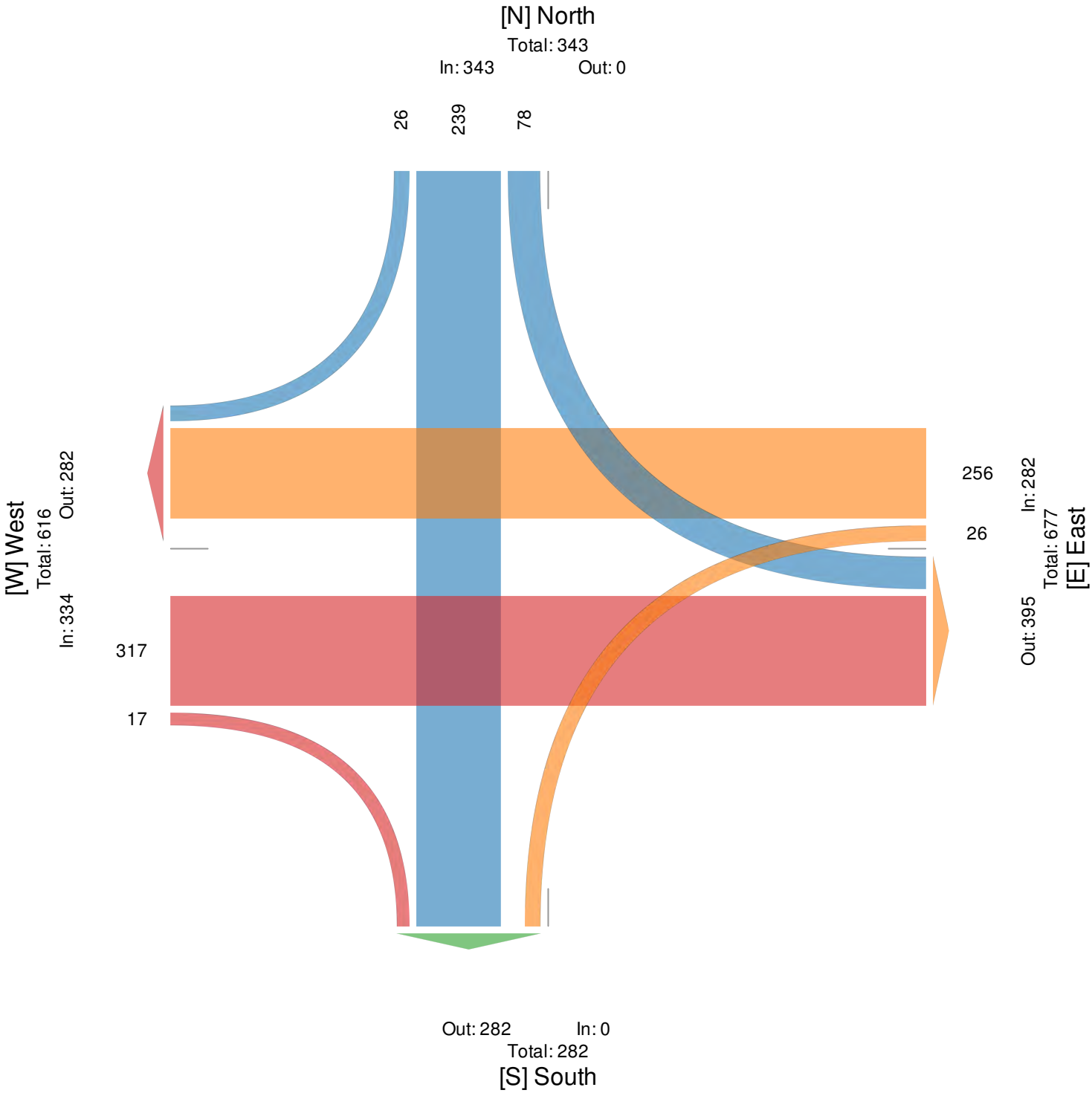
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201,
Indianapolis, IN, 46240, US

Leg / Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2018-09-25 4:15PM	0	0	0	0	**0**	18	44	6	0	**68**	0	68	4	0	**72**	7	65	0	0	**72**	**212**
4:30PM	0	0	0	0	**0**	30	80	8	0	**118**	0	78	1	0	**79**	6	63	0	0	**69**	**266**
4:45PM	0	0	0	0	**0**	16	48	4	0	**68**	0	93	8	0	**101**	6	61	0	0	**67**	**236**
5:00PM	0	0	0	0	**0**	14	67	8	0	**89**	0	78	4	0	**82**	7	67	0	0	**74**	**245**
Total	0	0	0	0	**0**	78	239	26	0	**343**	0	317	17	0	**334**	26	256	0	0	**282**	**959**
% Approach	0%	0%	0%	0%	-	22.7%	69.7%	7.6%	0%	-	0%	94.9%	5.1%	0%	-	9.2%	90.8%	0%	0%	-	-
% Total	0%	0%	0%	0%	**0%**	8.1%	24.9%	2.7%	0%	**35.8%**	0%	33.1%	1.8%	0%	**34.8%**	2.7%	26.7%	0%	0%	**29.4%**	-
PHF	-	-	-	-	-	0.650	0.747	0.813	-	**0.727**	-	0.852	0.531	-	**0.827**	0.929	0.955	-	-	**0.953**	0.901
Lights and Motorcycles	0	0	0	0	**0**	77	237	26	0	**340**	0	312	17	0	**329**	26	251	0	0	**277**	946
% Lights and Motorcycles	0%	0%	0%	0%	-	98.7%	99.2%	100%	0%	**99.1%**	0%	98.4%	100%	0%	**98.5%**	100%	98.0%	0%	0%	**98.2%**	98.6%
Heavy	0	0	0	0	**0**	1	2	0	0	**3**	0	5	0	0	**5**	0	5	0	0	**5**	13
% Heavy	0%	0%	0%	0%	-	1.3%	0.8%	0%	0%	**0.9%**	0%	1.6%	0%	0%	**1.5%**	0%	2.0%	0%	0%	**1.8%**	1.4%

*L: Left, R: Right, T: Thru, U: U-Turn

8th St & Wabash St - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569797, Location: 39.466496, -87.405762

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



8th St & Wabash St - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 8AM - 9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569797, Location: 39.466496, -87.405762

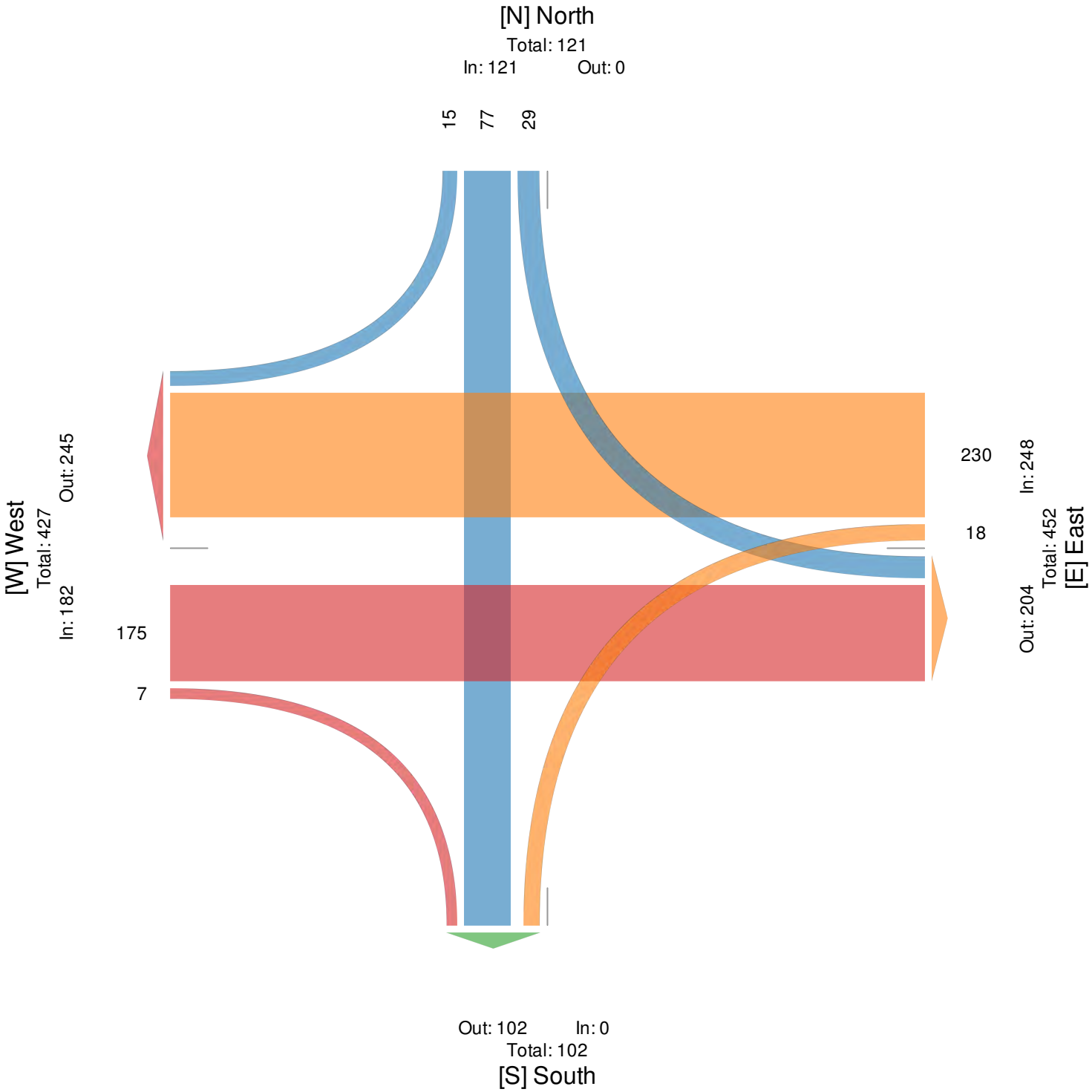
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2018-09-26 8:00AM	0	0	0	0	**0**	3	19	7	0	**29**	0	30	2	0	**32**	2	40	0	0	**42**	**103**
8:15AM	0	0	0	0	**0**	9	14	3	0	**26**	0	46	0	0	**46**	6	41	0	0	**47**	**119**
8:30AM	0	0	0	0	**0**	4	15	3	0	**22**	0	47	2	0	**49**	5	80	0	0	**85**	**156**
8:45AM	0	0	0	0	**0**	13	29	2	0	**44**	0	52	3	0	**55**	5	69	0	0	**74**	**173**
Total	0	0	0	0	**0**	29	77	15	0	**121**	0	175	7	0	**182**	18	230	0	0	**248**	**551**
% Approach	0%	0%	0%	0%	-	24.0%	63.6%	12.4%	0%	-	0%	96.2%	3.8%	0%	-	7.3%	92.7%	0%	0%	-	-
% Total	0%	0%	0%	0%	**0%**	5.3%	14.0%	2.7%	0%	**22.0%**	0%	31.8%	1.3%	0%	**33.0%**	3.3%	41.7%	0%	0%	**45.0%**	-
PHF	-	-	-	-	-	0.558	0.664	0.536	-	**0.688**	-	0.841	0.583	-	**0.827**	0.750	0.719	-	-	**0.729**	0.796
Lights and Motorcycles	0	0	0	0	**0**	28	76	14	0	**118**	0	169	7	0	**176**	18	214	0	0	**232**	526
% Lights and Motorcycles	0%	0%	0%	0%	-	96.6%	98.7%	93.3%	0%	**97.5%**	0%	96.6%	100%	0%	**96.7%**	100%	93.0%	0%	0%	**93.5%**	95.5%
Heavy	0	0	0	0	**0**	1	1	1	0	**3**	0	6	0	0	**6**	0	16	0	0	**16**	25
% Heavy	0%	0%	0%	0%	-	3.4%	1.3%	6.7%	0%	**2.5%**	0%	3.4%	0%	0%	**3.3%**	0%	7.0%	0%	0%	**6.5%**	4.5%

*L: Left, R: Right, T: Thru, U: U-Turn

8th St & Wabash St - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 8AM - 9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569797, Location: 39.466496, -87.405762

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	175	7	18	230	0	0	0	0	29	77	15
Future Volume (veh/h)	0	175	7	18	230	0	0	0	0	29	77	15
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1900	1796	0				1900	1885	1900
Adj Flow Rate, veh/h	0	219	9	22	288	0				36	96	19
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80				0.80	0.80	0.80
Percent Heavy Veh, %	0	3	3	0	7	0				0	1	0
Cap, veh/h	0	641	26	711	650	0				168	468	96
Arrive On Green	0.00	0.36	0.31	0.36	0.36	0.00				0.20	0.20	0.15
Sat Flow, veh/h	0	1770	73	1171	1796	0				837	2329	477
Grp Volume(v), veh/h	0	0	228	22	288	0				79	0	72
Grp Sat Flow(s),veh/h/ln	0	0	1842	1171	1796	0				1843	0	1799
Q Serve(g_s), s	0.0	0.0	1.7	0.3	2.2	0.0				0.7	0.0	0.6
Cycle Q Clear(g_c), s	0.0	0.0	1.7	1.9	2.2	0.0				0.7	0.0	0.6
Prop In Lane	0.00		0.04	1.00		0.00				0.45		0.27
Lane Grp Cap(c), veh/h	0	0	667	711	650	0				371	0	362
V/C Ratio(X)	0.00	0.00	0.34	0.03	0.44	0.00				0.21	0.00	0.20
Avail Cap(c_a), veh/h	0	0	2919	2142	2845	0				2316	0	2261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.3	4.9	4.4	0.0				6.1	0.0	6.2
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.5	0.0				0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.2	0.0				0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	4.6	5.0	4.9	0.0				6.4	0.0	6.5
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		228			310						151	
Approach Delay, s/veh		4.6			4.9						6.4	
Approach LOS		A			A						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.6		7.7		10.6
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		28.0		22.0		28.0
Max Q Clear Time (g_c+I1), s		3.7		2.7		4.2
Green Ext Time (p_c), s		1.3		0.7		1.8

Intersection Summary		
HCM 6th Ctrl Delay		5.1
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	317	17	26	256	0	0	0	0	78	239	26
Future Volume (veh/h)	0	317	17	26	256	0	0	0	0	78	239	26
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1900	1870	0				1900	1885	1900
Adj Flow Rate, veh/h	0	352	19	29	284	0				87	266	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	0	2	0				0	1	0
Cap, veh/h	0	662	36	532	704	0				227	732	83
Arrive On Green	0.00	0.38	0.33	0.38	0.38	0.00				0.28	0.28	0.24
Sat Flow, veh/h	0	1758	95	1027	1870	0				801	2584	293
Grp Volume(v), veh/h	0	0	371	29	284	0				200	0	182
Grp Sat Flow(s),veh/h/ln	0	0	1853	1027	1870	0				1845	0	1833
Q Serve(g_s), s	0.0	0.0	3.7	0.5	2.6	0.0				2.1	0.0	1.9
Cycle Q Clear(g_c), s	0.0	0.0	3.7	4.2	2.6	0.0				2.1	0.0	1.9
Prop In Lane	0.00		0.05	1.00		0.00				0.43		0.16
Lane Grp Cap(c), veh/h	0	0	698	532	704	0				523	0	519
V/C Ratio(X)	0.00	0.00	0.53	0.05	0.40	0.00				0.38	0.00	0.35
Avail Cap(c_a), veh/h	0	0	2207	1369	2227	0				1883	0	1870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	5.7	7.4	5.4	0.0				6.8	0.0	6.8
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.4	0.0				0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.7	0.1	0.5	0.0				0.5	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	6.4	7.4	5.8	0.0				7.2	0.0	7.2
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		371			313						382	
Approach Delay, s/veh		6.4			5.9						7.2	
Approach LOS		A			A						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		12.9		10.7		12.9
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		27.0		23.0		27.0
Max Q Clear Time (g_c+I1), s		5.7		4.1		6.2
Green Ext Time (p_c), s		2.2		2.1		1.7

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	204	95	18	230	0	0
Future Volume (veh/h)	204	95	18	230	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1900	1796		
Adj Flow Rate, veh/h	255	119	22	288		
Peak Hour Factor	0.80	0.80	0.80	0.80		
Percent Heavy Veh, %	3	3	0	7		
Cap, veh/h	716	334	1217	1076		
Arrive On Green	0.60	0.50	0.60	0.60		
Sat Flow, veh/h	1197	558	1024	1796		
Grp Volume(v), veh/h	0	374	22	288		
Grp Sat Flow(s),veh/h/ln	0	1755	1024	1796		
Q Serve(g_s), s	0.0	1.2	0.1	0.8		
Cycle Q Clear(g_c), s	0.0	1.2	1.3	0.8		
Prop In Lane		0.32	1.00			
Lane Grp Cap(c), veh/h	0	1051	1217	1076		
V/C Ratio(X)	0.00	0.36	0.02	0.27		
Avail Cap(c_a), veh/h	0	9859	6359	10091		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	1.1	1.4	1.0		
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.3	1.4	1.1		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	374			310		
Approach Delay, s/veh	1.3			1.1		
Approach LOS	A			A		

Timer - Assigned Phs	4	8
Phs Duration (G+Y+Rc), s	10.0	10.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	55.0	55.0
Max Q Clear Time (g_c+I1), s	3.2	3.3
Green Ext Time (p_c), s	2.7	2.0

Intersection Summary	
HCM 6th Ctrl Delay	1.2
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	380	222	26	256	0	0
Future Volume (veh/h)	380	222	26	256	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1900	1870		
Adj Flow Rate, veh/h	422	247	29	284		
Peak Hour Factor	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	0	2		
Cap, veh/h	818	479	911	1384		
Arrive On Green	0.74	0.67	0.74	0.74		
Sat Flow, veh/h	1106	648	780	1870		
Grp Volume(v), veh/h	0	669	29	284		
Grp Sat Flow(s),veh/h/ln	0	1754	780	1870		
Q Serve(g_s), s	0.0	2.6	0.3	0.7		
Cycle Q Clear(g_c), s	0.0	2.6	2.9	0.7		
Prop In Lane		0.37	1.00			
Lane Grp Cap(c), veh/h	0	1297	911	1384		
V/C Ratio(X)	0.00	0.52	0.03	0.21		
Avail Cap(c_a), veh/h	0	6391	3177	6815		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.9	1.5	0.6		
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.3	1.5	0.7		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	669			313		
Approach Delay, s/veh	1.3			0.8		
Approach LOS	A			A		

Timer - Assigned Phs	4	8
Phs Duration (G+Y+Rc), s	15.4	15.4
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	55.0	55.0
Max Q Clear Time (g_c+I1), s	4.6	4.9
Green Ext Time (p_c), s	5.9	2.1

Intersection Summary	
HCM 6th Ctrl Delay	1.1
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	379	95	18	253	0	0
Future Volume (veh/h)	379	95	18	253	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1900	1811		
Adj Flow Rate, veh/h	474	119	22	316		
Peak Hour Factor	0.80	0.80	0.80	0.80		
Percent Heavy Veh, %	2	2	0	6		
Cap, veh/h	1018	255	995	1277		
Arrive On Green	0.71	0.63	0.71	0.71		
Sat Flow, veh/h	1443	362	837	1811		
Grp Volume(v), veh/h	0	593	22	316		
Grp Sat Flow(s),veh/h/ln	0	1805	837	1811		
Q Serve(g_s), s	0.0	2.0	0.2	0.8		
Cycle Q Clear(g_c), s	0.0	2.0	2.2	0.8		
Prop In Lane		0.20	1.00			
Lane Grp Cap(c), veh/h	0	1273	995	1277		
V/C Ratio(X)	0.00	0.47	0.02	0.25		
Avail Cap(c_a), veh/h	0	7448	3859	7472		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.9	1.4	0.7		
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.2	1.4	0.8		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	593			338		
Approach Delay, s/veh	1.2			0.9		
Approach LOS	A			A		

Timer - Assigned Phs	4	8
Phs Duration (G+Y+Rc), s	13.6	13.6
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	55.0	55.0
Max Q Clear Time (g_c+I1), s	4.0	4.2
Green Ext Time (p_c), s	4.8	2.3

Intersection Summary	
HCM 6th Ctrl Delay	1.1
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	530	222	26	256	0	0
Future Volume (veh/h)	530	222	26	256	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1900	1870		
Adj Flow Rate, veh/h	589	247	29	284		
Peak Hour Factor	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	1	1	0	2		
Cap, veh/h	996	418	776	1478		
Arrive On Green	0.79	0.74	0.79	0.79		
Sat Flow, veh/h	1261	529	668	1870		
Grp Volume(v), veh/h	0	836	29	284		
Grp Sat Flow(s),veh/h/ln	0	1790	668	1870		
Q Serve(g_s), s	0.0	3.7	0.3	0.7		
Cycle Q Clear(g_c), s	0.0	3.7	4.1	0.7		
Prop In Lane		0.30	1.00			
Lane Grp Cap(c), veh/h	0	1414	776	1478		
V/C Ratio(X)	0.00	0.59	0.04	0.19		
Avail Cap(c_a), veh/h	0	5259	2210	5495		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.9	1.6	0.5		
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	1.3	1.6	0.6		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	836			313		
Approach Delay, s/veh	1.3			0.7		
Approach LOS	A			A		

Timer - Assigned Phs	4	8
Phs Duration (G+Y+Rc), s	19.1	19.1
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	55.0	55.0
Max Q Clear Time (g_c+I1), s	5.7	6.1
Green Ext Time (p_c), s	8.4	2.1

Intersection Summary	
HCM 6th Ctrl Delay	1.1
HCM 6th LOS	A

9TH STREET & CHERRY STREET

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

9th St & Cherry St - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569799, Location: 39.467511, -87.404471

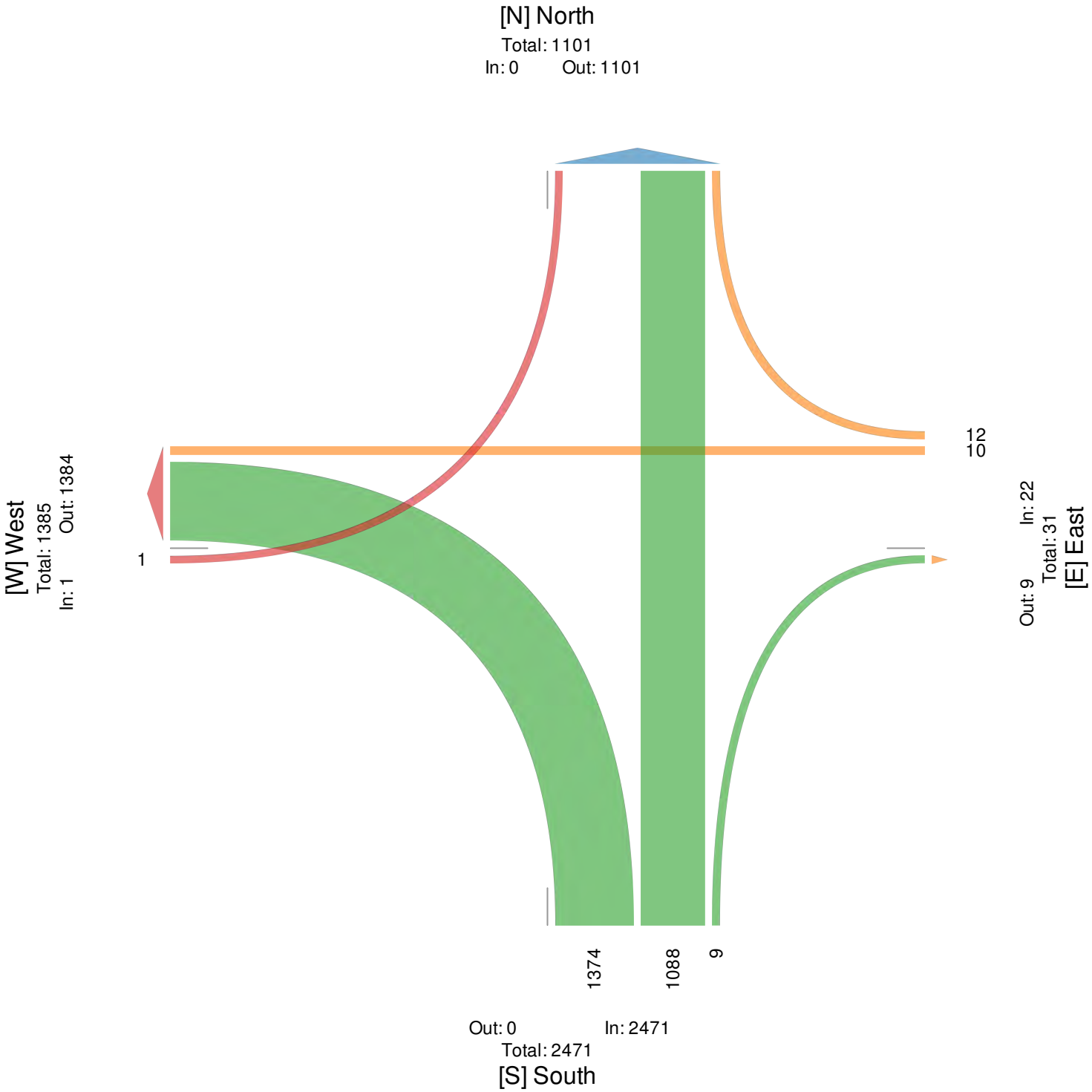
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg / Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2018-09-25 4:00PM	62	39	0	0	**101**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**102**
4:15PM	44	42	0	0	**86**	0	0	0	0	**0**	0	0	0	0	**0**	0	3	4	0	**7**	**93**
4:30PM	76	50	0	0	**126**	0	0	0	0	**0**	0	0	0	0	**0**	0	5	4	0	**9**	**135**
4:45PM	58	52	1	0	**111**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**113**
Hourly Total	240	183	1	0	**424**	0	0	0	0	**0**	0	0	0	0	**0**	0	9	10	0	**19**	**443**
5:00PM	92	50	1	0	**143**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**144**
5:15PM	76	24	0	0	**100**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**101**
5:30PM	51	32	0	0	**83**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**83**
5:45PM	55	36	0	0	**91**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**91**
Hourly Total	274	142	1	0	**417**	0	0	0	0	**0**	1	0	0	0	**1**	0	1	0	0	**1**	**419**
6:00PM	59	28	1	0	**88**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**88**
6:15PM	53	34	0	0	**87**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**87**
6:30PM	53	30	0	0	**83**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**83**
6:45PM	45	30	0	0	**75**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**75**
Hourly Total	210	122	1	0	**333**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**333**
7:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2018-09-26 6:00AM	14	5	0	0	**19**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
6:15AM	8	10	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**18**
6:30AM	19	19	0	0	**38**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**38**
6:45AM	29	19	0	0	**48**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**48**
Hourly Total	70	53	0	0	**123**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**123**
7:00AM	36	19	0	0	**55**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**55**
7:15AM	62	52	0	0	**114**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**114**
7:30AM	71	86	0	0	**157**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**157**
7:45AM	92	115	1	0	**208**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**208**
Hourly Total	261	272	1	0	**534**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**534**
8:00AM	94	59	2	0	**155**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**157**
8:15AM	62	51	1	0	**114**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**114**
8:30AM	81	107	2	0	**190**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**190**
8:45AM	82	99	0	0	**181**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**181**
Hourly Total	319	316	5	0	**640**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**642**
Total	1374	1088	9	0	**2471**	0	0	0	0	**0**	1	0	0	0	**1**	0	10	12	0	**22**	**2494**
% Approach	55.6%	44.0%	0.4%	0%	-	0%	0%	0%	0%	-	100%	0%	0%	0%	-	0%	45.5%	54.5%	0%	-	-
% Total	55.1%	43.6%	0.4%	0%	**99.1%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.4%	0.5%	0%	**0.9%**	-
Lights and Motorcycles	1336	1074	8	0	**2418**	0	0	0	0	**0**	1	0	0	0	**1**	0	10	11	0	**21**	2440
% Lights and Motorcycles	97.2%	98.7%	88.9%	0%	**97.9%**	0%	0%	0%	0%	-	100%	0%	0%	0%	**100%**	0%	100%	91.7%	0%	**95.5%**	97.8%
Heavy	38	14	1	0	**53**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	54
% Heavy	2.8%	1.3%	11.1%	0%	**2.1%**	0%	0%	0%	0%	-	0%	0%	0%	0%	**0%**	0%	0%	8.3%	0%	**4.5%**	2.2%

*L: Left, R: Right, T: Thru, U: U-Turn

9th St & Cherry St - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569799, Location: 39.467511, -87.404471

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



9th St & Cherry St - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569799, Location: 39.467511, -87.404471

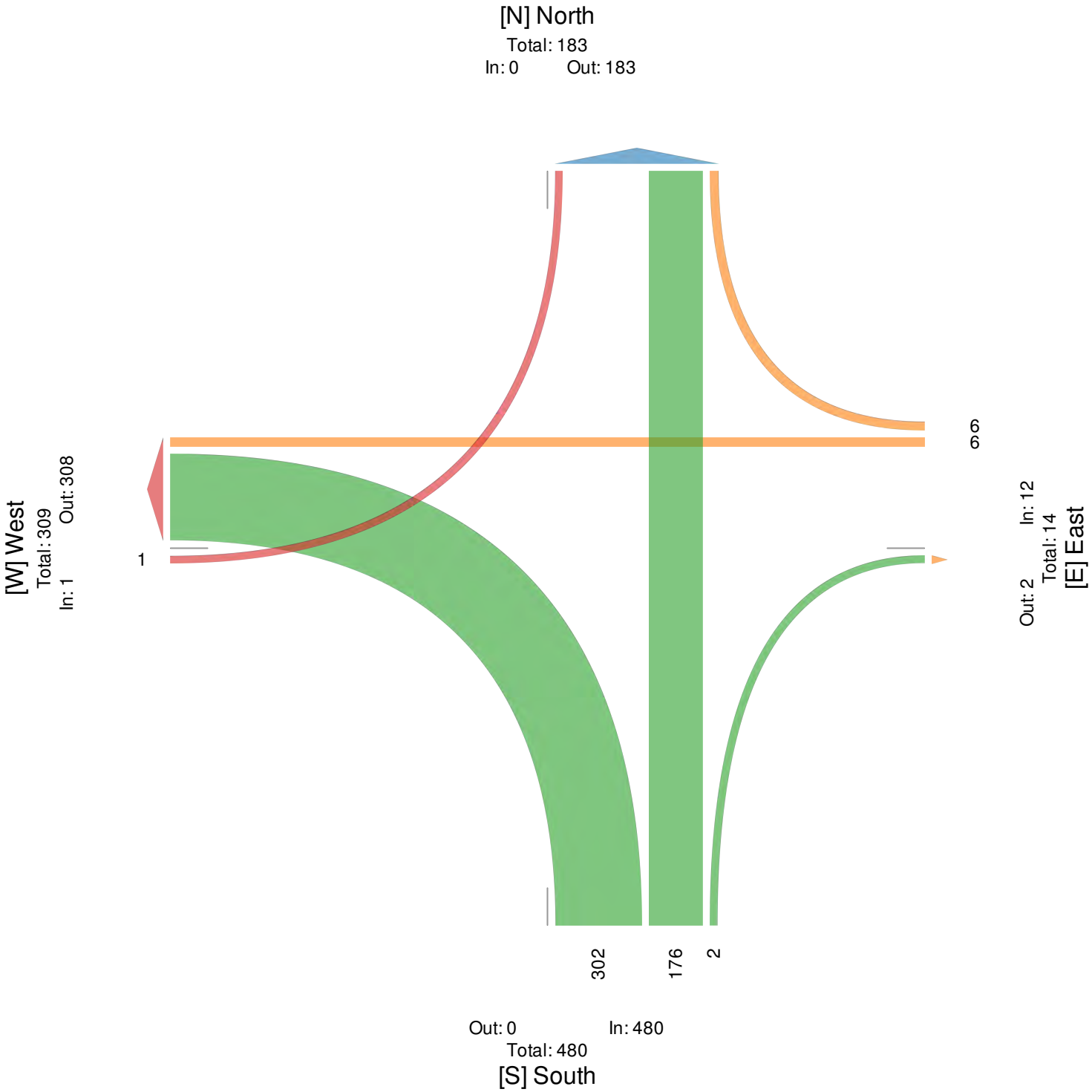
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg / Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2018-09-25 4:30PM	76	50	0	0	**126**	0	0	0	0	**0**	0	0	0	0	**0**	0	5	4	0	**9**	**135**
4:45PM	58	52	1	0	**111**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**113**
5:00PM	92	50	1	0	**143**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**144**
5:15PM	76	24	0	0	**100**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**101**
Total	302	176	2	0	**480**	0	0	0	0	**0**	1	0	0	0	**1**	0	6	6	0	**12**	**493**
% Approach	62.9%	36.7%	0.4%	0%	-	0%	0%	0%	0%	-	100%	0%	0%	0%	-	0%	50.0%	50.0%	0%	-	-
% Total	61.3%	35.7%	0.4%	0%	**97.4%**	0%	0%	0%	0%	**0%**	0.2%	0%	0%	0%	**0.2%**	0%	1.2%	1.2%	0%	**2.4%**	-
PHF	0.821	0.846	0.500	-	**0.839**	-	-	-	-	-	0.250	-	-	-	**0.250**	-	0.300	0.375	-	**0.333**	0.856
Lights and Motorcycles	297	174	2	0	**473**	0	0	0	0	**0**	1	0	0	0	**1**	0	6	6	0	**12**	486
% Lights and Motorcycles	98.3%	98.9%	100%	0%	**98.5%**	0%	0%	0%	0%	-	100%	0%	0%	0%	**100%**	0%	100%	100%	0%	**100%**	98.6%
Heavy	5	2	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	7
% Heavy	1.7%	1.1%	0%	0%	**1.5%**	0%	0%	0%	0%	-	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	1.4%

*L: Left, R: Right, T: Thru, U: U-Turn

9th St & Cherry St - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569799, Location: 39.467511, -87.404471

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



9th St & Cherry St - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 7:45AM - 8:45AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569799, Location: 39.467511, -87.404471

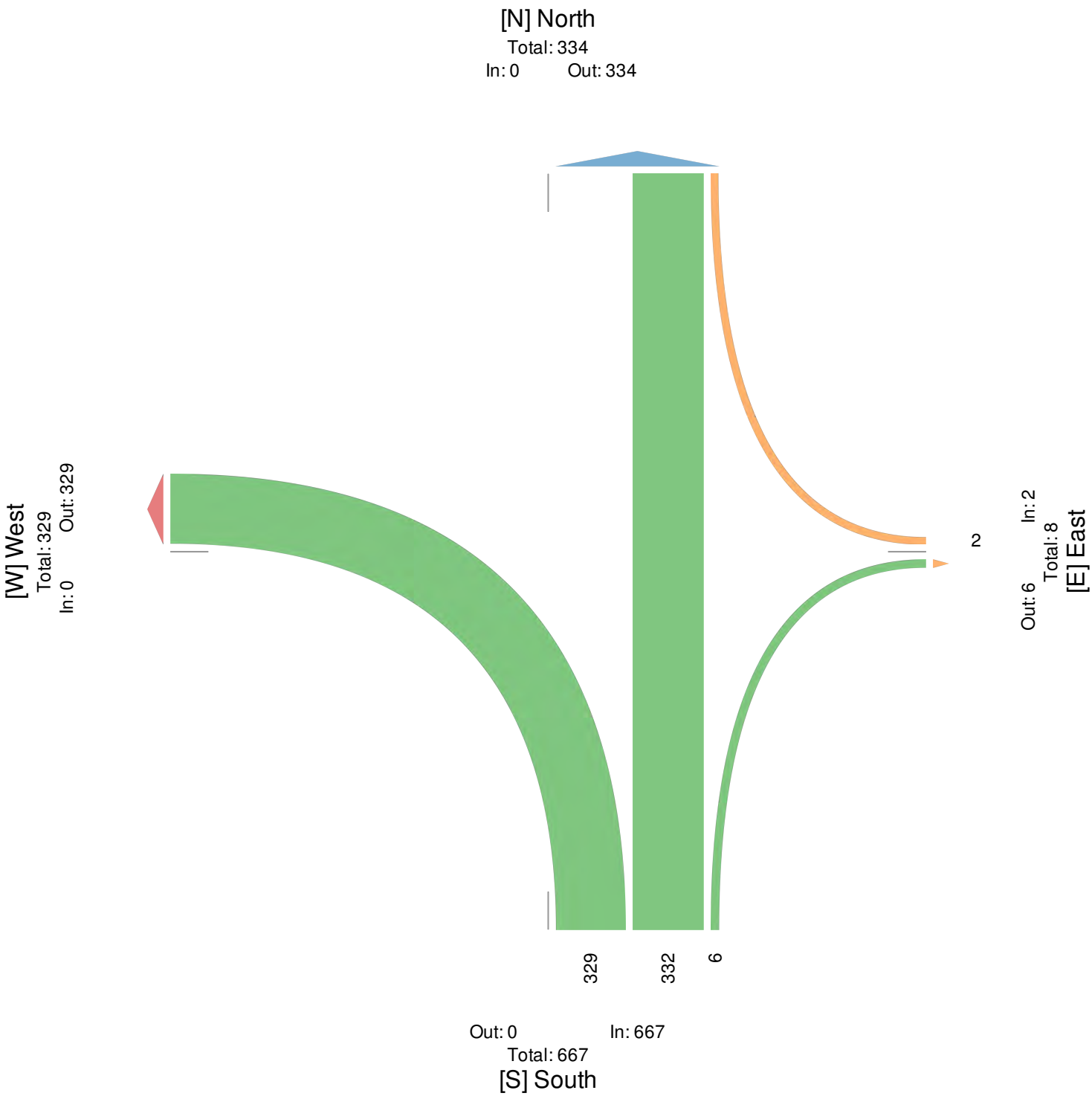
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201,
Indianapolis, IN, 46240, US

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2018-09-26 7:45AM	92	115	1	0	**208**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**208**
8:00AM	94	59	2	0	**155**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**157**
8:15AM	62	51	1	0	**114**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**114**
8:30AM	81	107	2	0	**190**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**190**
Total	329	332	6	0	**667**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**669**
% Approach	49.3%	49.8%	0.9%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	100%	0%	-	-
% Total	49.2%	49.6%	0.9%	0%	**99.7%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0.3%	0%	**0.3%**	-
PHF	0.875	0.722	0.750	-	**0.802**	-	-	-	-	-	-	-	-	-	-	-	-	0.250	-	**0.250**	0.804
Lights and Motorcycles	321	329	5	0	**655**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	656
% Lights and Motorcycles	97.6%	99.1%	83.3%	0%	**98.2%**	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	50.0%	0%	**50.0%**	98.1%
Heavy	8	3	1	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	13
% Heavy	2.4%	0.9%	16.7%	0%	**1.8%**	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	50.0%	0%	**50.0%**	1.9%

*L: Left, R: Right, T: Thru, U: U-Turn

9th St & Cherry St - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 7:45AM - 8:45AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569799, Location: 39.467511, -87.404471

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201,
Indianapolis, IN, 46240, US



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	2	329	332	6	0	0	0
Future Vol, veh/h	0	0	0	0	0	2	329	332	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	50	2	1	17	0	0	0
Mvmt Flow	0	0	0	0	0	3	411	415	8	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1241	212	0	0	0
Stage 1	-	1241	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	7.9	4.14	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.8	2.22	-	-
Pot Cap-1 Maneuver	0	176	664	-	-	-
Stage 1	0	249	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	664	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.4	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	664
HCM Lane V/C Ratio	-	-	-	0.004
HCM Control Delay (s)	-	-	-	10.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	6	6	302	176	2	0	0	0
Future Vol, veh/h	0	0	0	0	6	6	302	176	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	0	0
Mvmt Flow	0	0	0	0	7	7	351	205	2	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	908	104	0	0	0
Stage 1	-	908	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	6.9	4.14	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	2.22	-	-
Pot Cap-1 Maneuver	0	277	937	-	-	-
Stage 1	0	357	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	937	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.9	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	937
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s)	-	-	-	8.9
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	2	329	332	6	0	0	0
Future Vol, veh/h	0	0	0	0	0	2	329	332	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	50	2	1	17	0	0	0
Mvmt Flow	0	0	0	0	0	3	411	415	8	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1241	212	0	0	0
Stage 1	-	1241	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	7.9	4.14	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.8	2.22	-	-
Pot Cap-1 Maneuver	0	176	664	-	-	-
Stage 1	0	249	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	664	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.4	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	664
HCM Lane V/C Ratio	-	-	-	0.004
HCM Control Delay (s)	-	-	-	10.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	6	6	302	176	2	0	0	0
Future Vol, veh/h	0	0	0	0	6	6	302	176	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	0	0
Mvmt Flow	0	0	0	0	7	7	351	205	2	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	908	104	0	0	0
Stage 1	-	908	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	6.9	4.14	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	2.22	-	-
Pot Cap-1 Maneuver	0	277	937	-	-	-
Stage 1	0	357	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	937	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.9	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	937
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s)	-	-	-	8.9
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	2	970	332	6	0	0	0
Future Vol, veh/h	0	0	0	0	0	2	970	332	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	50	1	0	17	0	0	0
Mvmt Flow	0	0	0	0	0	3	1213	415	8	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	2845	212	0	0	0
Stage 1	-	2845	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	7.9	4.12	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.8	2.21	-	-
Pot Cap-1 Maneuver	0	17	664	-	-	-
Stage 1	0	38	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	664	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.4	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	664
HCM Lane V/C Ratio	-	-	-	0.004
HCM Control Delay (s)	-	-	-	10.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	6	6	302	176	2	0	0	0
Future Vol, veh/h	0	0	0	0	6	6	302	176	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	2	1	0	0	0	0
Mvmt Flow	0	0	0	0	7	7	351	205	2	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	908	104	0	0	0
Stage 1	-	908	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.5	6.9	4.14	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	2.22	-	-
Pot Cap-1 Maneuver	0	277	937	-	-	-
Stage 1	0	357	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	937	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.9	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	937
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s)	-	-	-	8.9
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

9TH STREET & WABASH AVENUE

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

9th St & Wabash Ave - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569808, Location: 39.466671, -87.404461

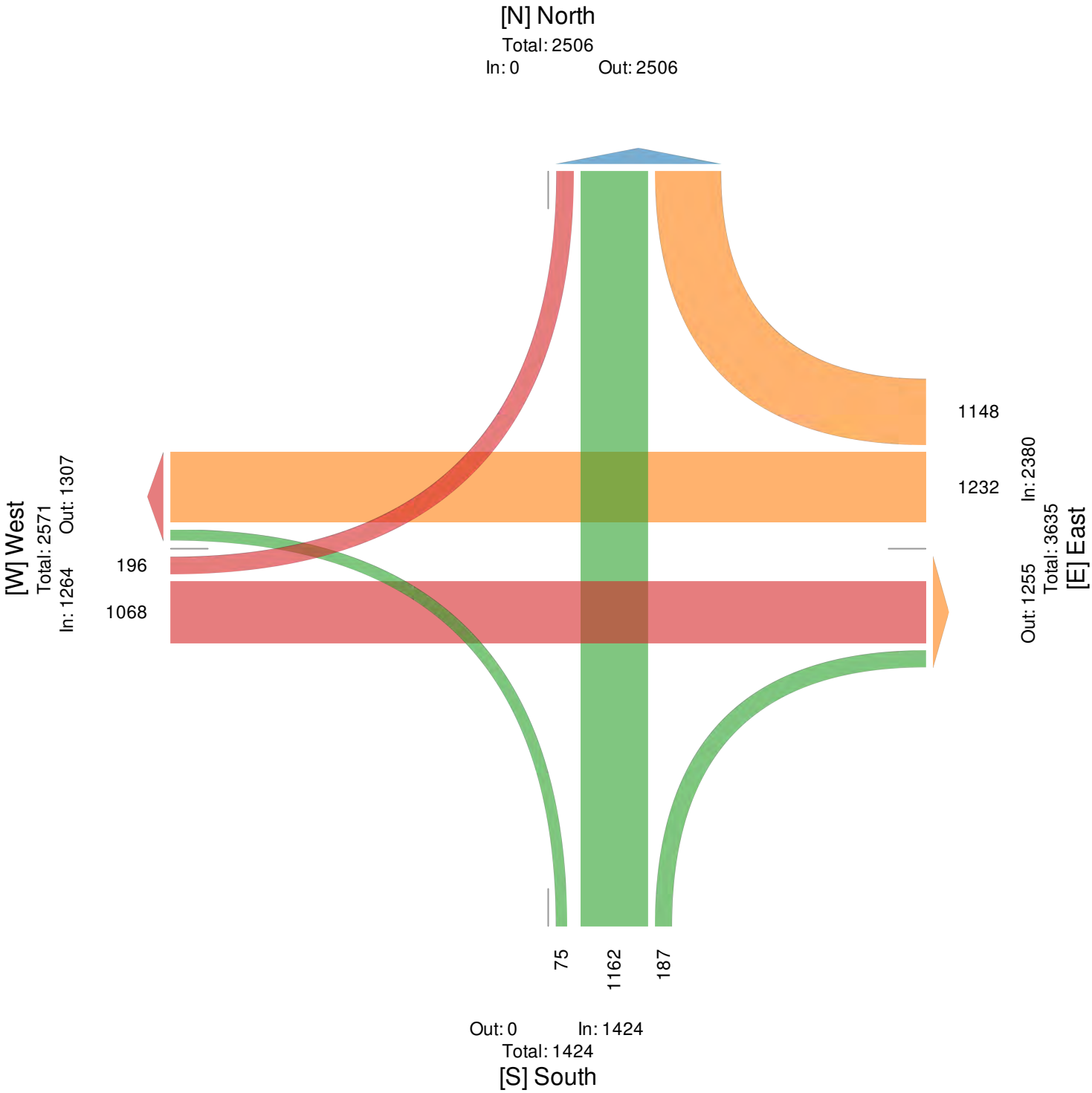
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg / Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2018-09-25 4:00PM	4	43	18	0	**65**	0	0	0	0	**0**	12	76	0	0	**88**	0	71	47	0	**118**	**271**
4:15PM	3	34	8	0	**45**	0	0	0	0	**0**	13	67	0	0	**80**	0	61	37	0	**98**	**223**
4:30PM	4	44	7	0	**55**	0	0	0	0	**0**	13	98	0	0	**111**	0	71	56	0	**127**	**293**
4:45PM	6	58	10	0	**74**	0	0	0	0	**0**	9	98	0	0	**107**	0	58	48	0	**106**	**287**
Hourly Total	17	179	43	0	**239**	0	0	0	0	**0**	47	339	0	0	**386**	0	261	188	0	**449**	**1074**
5:00PM	5	67	11	0	**83**	0	0	0	0	**0**	7	85	0	0	**92**	0	60	62	0	**122**	**297**
5:15PM	6	32	10	0	**48**	0	0	0	0	**0**	5	69	0	0	**74**	0	60	59	0	**119**	**241**
5:30PM	2	36	5	0	**43**	0	0	0	0	**0**	4	59	0	0	**63**	0	61	40	0	**101**	**207**
5:45PM	2	31	11	0	**44**	0	0	0	0	**0**	6	60	0	0	**66**	0	55	54	0	**109**	**219**
Hourly Total	15	166	37	0	**218**	0	0	0	0	**0**	22	273	0	0	**295**	0	236	215	0	**451**	**964**
6:00PM	2	34	9	0	**45**	0	0	0	0	**0**	4	53	0	0	**57**	0	55	51	0	**106**	**208**
6:15PM	1	41	9	0	**51**	0	0	0	0	**0**	4	47	0	0	**51**	0	54	39	0	**93**	**195**
6:30PM	13	30	5	0	**48**	0	0	0	0	**0**	12	44	0	0	**56**	0	50	40	0	**90**	**194**
6:45PM	3	29	6	0	**38**	0	0	0	0	**0**	5	39	0	0	**44**	0	61	42	0	**103**	**185**
Hourly Total	19	134	29	0	**182**	0	0	0	0	**0**	25	183	0	0	**208**	0	220	172	0	**392**	**782**
7:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
2018-09-26 6:00AM	1	9	5	0	**15**	0	0	0	0	**0**	0	10	0	0	**10**	0	9	10	0	**19**	**44**
6:15AM	1	4	5	0	**10**	0	0	0	0	**0**	2	12	0	0	**14**	0	23	11	0	**34**	**58**
6:30AM	0	15	6	0	**21**	0	0	0	0	**0**	2	10	0	0	**12**	0	16	24	0	**40**	**73**
6:45AM	0	25	5	0	**30**	0	0	0	0	**0**	5	15	0	0	**20**	0	29	21	0	**50**	**100**
Hourly Total	2	53	21	0	**76**	0	0	0	0	**0**	9	47	0	0	**56**	0	77	66	0	**143**	**275**
7:00AM	1	20	4	0	**25**	0	0	0	0	**0**	3	16	0	0	**19**	0	27	31	0	**58**	**102**
7:15AM	3	52	5	0	**60**	0	0	0	0	**0**	6	18	0	0	**24**	0	46	56	0	**102**	**186**
7:30AM	2	93	8	0	**103**	0	0	0	0	**0**	12	26	0	0	**38**	0	70	64	0	**134**	**275**
7:45AM	5	131	4	0	**140**	0	0	0	0	**0**	14	26	0	0	**40**	0	54	75	0	**129**	**309**
Hourly Total	11	296	21	0	**328**	0	0	0	0	**0**	35	86	0	0	**121**	0	197	226	0	**423**	**872**
8:00AM	1	85	14	0	**100**	0	0	0	0	**0**	9	24	0	0	**33**	0	48	83	0	**131**	**264**
8:15AM	5	56	13	0	**74**	0	0	0	0	**0**	14	36	0	0	**50**	0	50	51	0	**101**	**225**
8:30AM	1	94	8	0	**103**	0	0	0	0	**0**	18	35	0	0	**53**	0	77	82	0	**159**	**315**
8:45AM	4	99	1	0	**104**	0	0	0	0	**0**	17	45	0	0	**62**	0	66	64	0	**130**	**296**
Hourly Total	11	334	36	0	**381**	0	0	0	0	**0**	58	140	0	0	**198**	0	241	280	0	**521**	**1100**
9:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**1**
Total	75	1162	187	0	**1424**	0	0	0	0	**0**	196	1068	0	0	**1264**	0	1232	1148	0	**2380**	**5068**
% Approach	5.3%	81.6%	13.1%	0%	-	0%	0%	0%	0%	-	15.5%	84.5%	0%	0%	-	0%	51.8%	48.2%	0%	-	-
% Total	1.5%	22.9%	3.7%	0%	**28.1%**	0%	0%	0%	0%	**0%**	3.9%	21.1%	0%	0%	**24.9%**	0%	24.3%	22.7%	0%	**47.0%**	-
Lights and Motorcycles	74	1145	184	0	**1403**	0	0	0	0	**0**	188	1048	0	0	**1236**	0	1201	1128	0	**2329**	4968
% Lights and Motorcycles	98.7%	98.5%	98.4%	0%	**98.5%**	0%	0%	0%	0%	-	95.9%	98.1%	0%	0%	**97.8%**	0%	97.5%	98.3%	0%	**97.9%**	98.0%
Heavy	1	17	3	0	**21**	0	0	0	0	**0**	8	20	0	0	**28**	0	31	20	0	**51**	100
% Heavy	1.3%	1.5%	1.6%	0%	**1.5%**	0%	0%	0%	0%	-	4.1%	1.9%	0%	0%	**2.2%**	0%	2.5%	1.7%	0%	**2.1%**	2.0%

*L: Left, R: Right, T: Thru, U: U-Turn

9th St & Wabash Ave - TMC
Tue Sep 25, 2018
Full Length (4PM-7PM, 6AM-9AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569808, Location: 39.466671, -87.404461

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



9th St & Wabash Ave - TMC

Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569808, Location: 39.466671, -87.404461

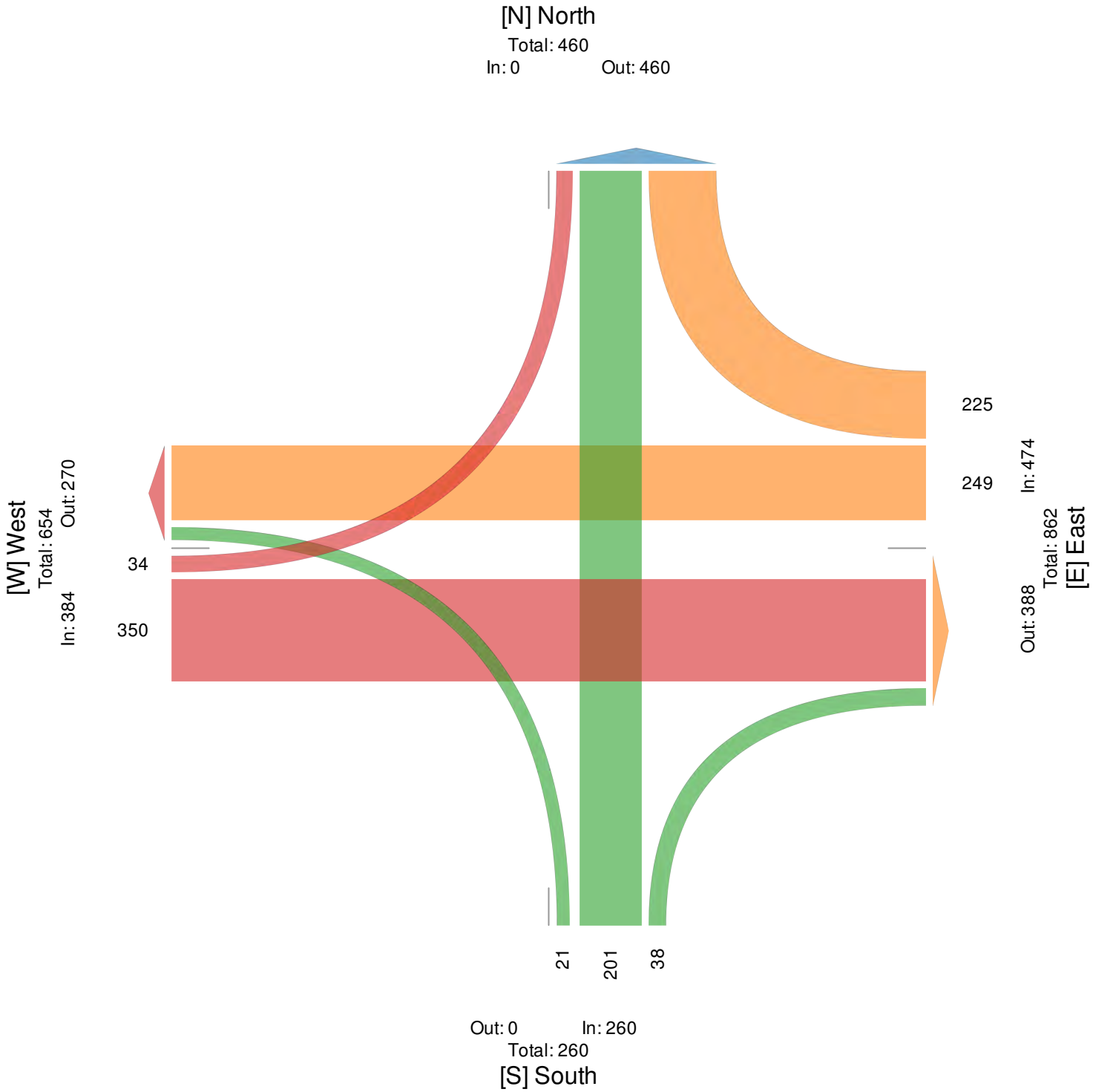
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201,
Indianapolis, IN, 46240, US

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2018-09-25 4:30PM	4	44	7	0	**55**	0	0	0	0	**0**	13	98	0	0	**111**	0	71	56	0	**127**	**293**
4:45PM	6	58	10	0	**74**	0	0	0	0	**0**	9	98	0	0	**107**	0	58	48	0	**106**	**287**
5:00PM	5	67	11	0	**83**	0	0	0	0	**0**	7	85	0	0	**92**	0	60	62	0	**122**	**297**
5:15PM	6	32	10	0	**48**	0	0	0	0	**0**	5	69	0	0	**74**	0	60	59	0	**119**	**241**
Total	21	201	38	0	**260**	0	0	0	0	**0**	34	350	0	0	**384**	0	249	225	0	**474**	**1118**
% Approach	8.1%	77.3%	14.6%	0%	-	0%	0%	0%	0%	-	8.9%	91.1%	0%	0%	-	0%	52.5%	47.5%	0%	-	-
% Total	1.9%	18.0%	3.4%	0%	**23.3%**	0%	0%	0%	0%	**0%**	3.0%	31.3%	0%	0%	**34.3%**	0%	22.3%	20.1%	0%	**42.4%**	-
PHF	0.875	0.750	0.864	-	**0.783**	-	-	-	-	-	0.654	0.893	-	-	**0.865**	-	0.877	0.907	-	**0.933**	0.941
Lights and Motorcycles	21	199	37	0	**257**	0	0	0	0	**0**	33	346	0	0	**379**	0	245	223	0	**468**	1104
% Lights and Motorcycles	100%	99.0%	97.4%	0%	**98.8%**	0%	0%	0%	0%	-	97.1%	98.9%	0%	0%	**98.7%**	0%	98.4%	99.1%	0%	**98.7%**	98.7%
Heavy	0	2	1	0	**3**	0	0	0	0	**0**	1	4	0	0	**5**	0	4	2	0	**6**	14
% Heavy	0%	1.0%	2.6%	0%	**1.2%**	0%	0%	0%	0%	-	2.9%	1.1%	0%	0%	**1.3%**	0%	1.6%	0.9%	0%	**1.3%**	1.3%

*L: Left, R: Right, T: Thru, U: U-Turn

9th St & Wabash Ave - TMC
Tue Sep 25, 2018
PM Peak (Sep 25 2018 4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569808, Location: 39.466671, -87.404461

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



9th St & Wabash Ave - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 7:45AM - 8:45AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569808, Location: 39.466671, -87.404461

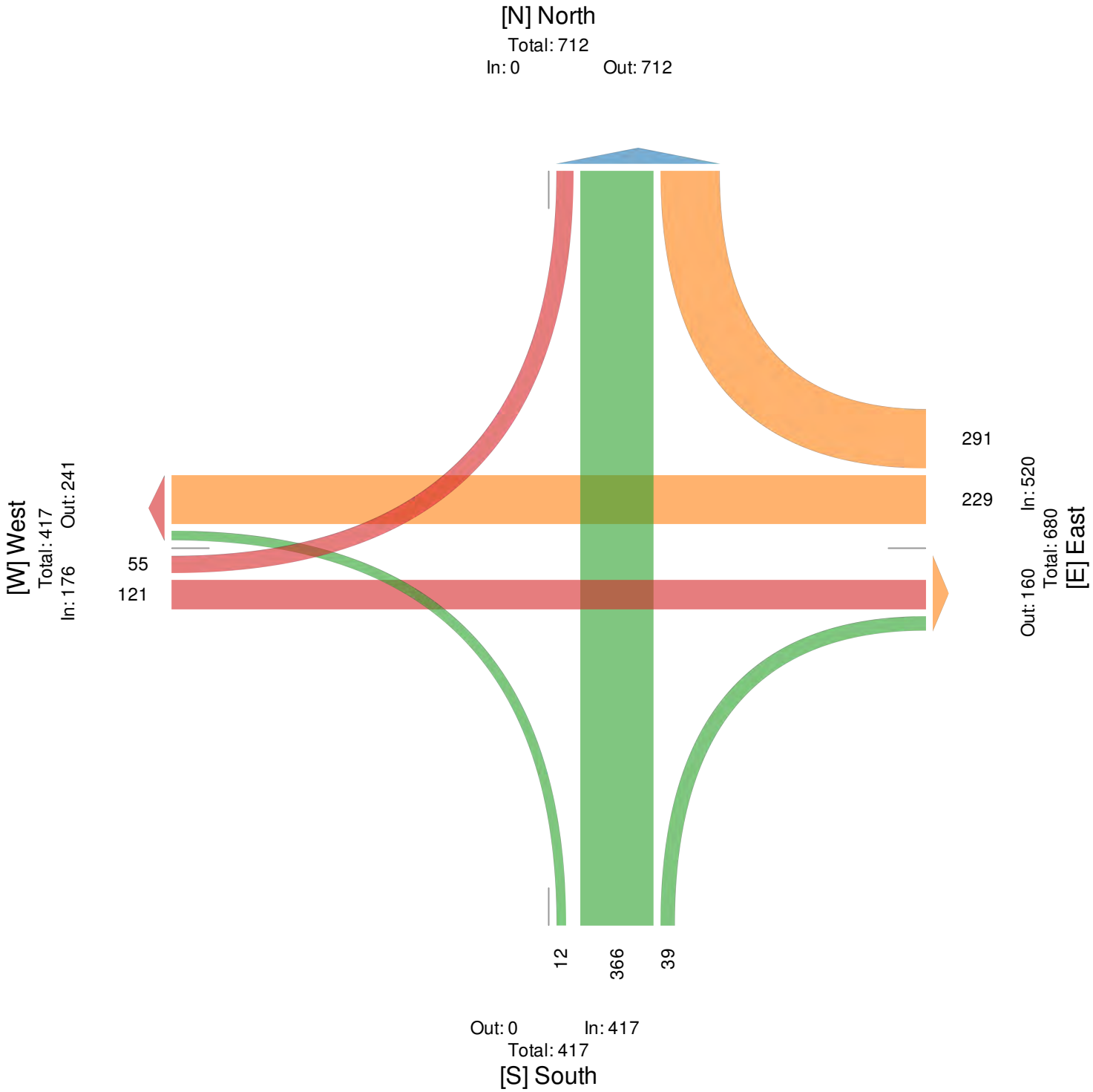
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2018-09-26 7:45AM	5	131	4	0	**140**	0	0	0	0	**0**	14	26	0	0	**40**	0	54	75	0	**129**	**309**
8:00AM	1	85	14	0	**100**	0	0	0	0	**0**	9	24	0	0	**33**	0	48	83	0	**131**	**264**
8:15AM	5	56	13	0	**74**	0	0	0	0	**0**	14	36	0	0	**50**	0	50	51	0	**101**	**225**
8:30AM	1	94	8	0	**103**	0	0	0	0	**0**	18	35	0	0	**53**	0	77	82	0	**159**	**315**
Total	12	366	39	0	**417**	0	0	0	0	**0**	55	121	0	0	**176**	0	229	291	0	**520**	**1113**
% Approach	2.9%	87.8%	9.4%	0%	-	0%	0%	0%	0%	-	31.3%	68.8%	0%	0%	-	0%	44.0%	56.0%	0%	-	-
% Total	1.1%	32.9%	3.5%	0%	**37.5%**	0%	0%	0%	0%	**0%**	4.9%	10.9%	0%	0%	**15.8%**	0%	20.6%	26.1%	0%	**46.7%**	-
PHF	0.600	0.698	0.696	-	**0.745**	-	-	-	-	-	0.764	0.840	-	-	**0.830**	-	0.744	0.877	-	**0.818**	0.883
Lights and Motorcycles	12	364	39	0	**415**	0	0	0	0	**0**	53	116	0	0	**169**	0	215	286	0	**501**	1085
% Lights and Motorcycles	100%	99.5%	100%	0%	**99.5%**	0%	0%	0%	0%	-	96.4%	95.9%	0%	0%	**96.0%**	0%	93.9%	98.3%	0%	**96.3%**	97.5%
Heavy	0	2	0	0	**2**	0	0	0	0	**0**	2	5	0	0	**7**	0	14	5	0	**19**	28
% Heavy	0%	0.5%	0%	0%	**0.5%**	0%	0%	0%	0%	-	3.6%	4.1%	0%	0%	**4.0%**	0%	6.1%	1.7%	0%	**3.7%**	2.5%

*L: Left, R: Right, T: Thru, U: U-Turn

9th St & Wabash Ave - TMC
Wed Sep 26, 2018
AM Peak (Sep 26 2018 7:45AM - 8:45AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 569808, Location: 39.466671, -87.404461

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	121	0	0	229	291	12	366	39	0	0	0
Future Volume (veh/h)	55	121	0	0	229	291	12	366	39	0	0	0
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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1841	0	0	1811	1870	1900	1885	1900			
Adj Flow Rate, veh/h	62	138	0	0	260	331	14	416	44			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	4	4	0	0	6	2	0	1	0			
Cap, veh/h	499	698	0	0	686	601	33	1020	113			
Arrive On Green	0.38	0.38	0.00	0.00	0.38	0.38	0.32	0.32	0.28			
Sat Flow, veh/h	813	1841	0	0	1811	1585	105	3236	359			
Grp Volume(v), veh/h	62	138	0	0	260	331	251	0	223			
Grp Sat Flow(s),veh/h/ln	813	1841	0	0	1811	1585	1880	0	1821			
Q Serve(g_s), s	1.6	1.3	0.0	0.0	2.7	4.3	2.8	0.0	2.5			
Cycle Q Clear(g_c), s	4.3	1.3	0.0	0.0	2.7	4.3	2.8	0.0	2.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.06		0.20			
Lane Grp Cap(c), veh/h	499	698	0	0	686	601	592	0	574			
V/C Ratio(X)	0.12	0.20	0.00	0.00	0.38	0.55	0.42	0.00	0.39			
Avail Cap(c_a), veh/h	1030	1900	0	0	1870	1636	1797	0	1740			
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.4	5.5	0.0	0.0	5.9	6.4	7.1	0.0	7.1			
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.3	0.8	0.5	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	0.0	0.6	0.8	0.7	0.0	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	5.6	0.0	0.0	6.2	7.2	7.6	0.0	7.5			
LnGrp LOS	A	A	A	A	A	A	A	A	A			
Approach Vol, veh/h		200			591			474				
Approach Delay, s/veh		6.2			6.8			7.5				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		12.2		13.9				13.9				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		24.0		26.0				26.0				
Max Q Clear Time (g_c+I1), s		4.8		6.3				6.3				
Green Ext Time (p_c), s		2.7		1.0				2.7				
Intersection Summary												
HCM 6th Ctrl Delay			7.0									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	350	0	0	249	225	21	201	38	0	0	0
Future Volume (veh/h)	34	350	0	0	249	225	21	201	38	0	0	0
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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1885	0	0	1870	1885	1900	1885	1900			
Adj Flow Rate, veh/h	36	372	0	0	265	239	22	214	40			
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	1	0	0	2	1	0	1	0			
Cap, veh/h	597	751	0	0	745	636	66	658	128			
Arrive On Green	0.40	0.40	0.00	0.00	0.40	0.40	0.23	0.23	0.19			
Sat Flow, veh/h	888	1885	0	0	1870	1598	282	2826	550			
Grp Volume(v), veh/h	36	372	0	0	265	239	146	0	130			
Grp Sat Flow(s),veh/h/ln	888	1885	0	0	1870	1598	1871	0	1786			
Q Serve(g_s), s	0.6	3.2	0.0	0.0	2.2	2.3	1.4	0.0	1.3			
Cycle Q Clear(g_c), s	2.8	3.2	0.0	0.0	2.2	2.3	1.4	0.0	1.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.15		0.31			
Lane Grp Cap(c), veh/h	597	751	0	0	745	636	436	0	416			
V/C Ratio(X)	0.06	0.50	0.00	0.00	0.36	0.38	0.34	0.00	0.31			
Avail Cap(c_a), veh/h	1390	2434	0	0	2415	2062	2070	0	1976			
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.6	4.9	0.0	0.0	4.6	4.6	6.9	0.0	7.0			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.3	0.4	0.4	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.0	0.0	0.3	0.3	0.3	0.0	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	5.4	0.0	0.0	4.9	5.0	7.4	0.0	7.4			
LnGrp LOS	A	A	A	A	A	A	A	A	A			
Approach Vol, veh/h		408			504			276				
Approach Delay, s/veh		5.4			4.9			7.4				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		9.1		12.6				12.6				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		23.0		27.0				27.0				
Max Q Clear Time (g_c+I1), s		3.4		5.2				4.3				
Green Ext Time (p_c), s		1.5		2.5				2.4				
Intersection Summary												
HCM 6th Ctrl Delay			5.7									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	150	0	0	229	291	12	366	39	0	0	0
Future Volume (veh/h)	55	150	0	0	229	291	12	366	39	0	0	0
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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1856	0	0	1811	1870	1900	1885	1900			
Adj Flow Rate, veh/h	62	170	0	0	260	331	14	416	44			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	4	3	0	0	6	2	0	1	0			
Cap, veh/h	499	704	0	0	687	601	33	1020	113			
Arrive On Green	0.38	0.38	0.00	0.00	0.38	0.38	0.32	0.32	0.28			
Sat Flow, veh/h	813	1856	0	0	1811	1585	105	3236	359			
Grp Volume(v), veh/h	62	170	0	0	260	331	251	0	223			
Grp Sat Flow(s),veh/h/ln	813	1856	0	0	1811	1585	1880	0	1821			
Q Serve(g_s), s	1.6	1.6	0.0	0.0	2.7	4.3	2.8	0.0	2.5			
Cycle Q Clear(g_c), s	4.3	1.6	0.0	0.0	2.7	4.3	2.8	0.0	2.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.06		0.20			
Lane Grp Cap(c), veh/h	499	704	0	0	687	601	592	0	574			
V/C Ratio(X)	0.12	0.24	0.00	0.00	0.38	0.55	0.42	0.00	0.39			
Avail Cap(c_a), veh/h	1029	1915	0	0	1869	1636	1796	0	1740			
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.4	5.6	0.0	0.0	5.9	6.4	7.1	0.0	7.1			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	0.8	0.5	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	0.0	0.6	0.8	0.7	0.0	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	5.7	0.0	0.0	6.2	7.2	7.6	0.0	7.5			
LnGrp LOS	A	A	A	A	A	A	A	A	A			
Approach Vol, veh/h		232			591			474				
Approach Delay, s/veh		6.2			6.8			7.5				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		12.2		13.9				13.9				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		24.0		26.0				26.0				
Max Q Clear Time (g_c+I1), s		4.8		6.3				6.3				
Green Ext Time (p_c), s		2.7		1.2				2.7				
Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	413	0	0	249	225	21	201	38	0	0	0
Future Volume (veh/h)	34	413	0	0	249	225	21	201	38	0	0	0
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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1885	0	0	1870	1885	1900	1885	1900			
Adj Flow Rate, veh/h	36	439	0	0	265	239	22	214	40			
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	1	0	0	2	1	0	1	0			
Cap, veh/h	611	812	0	0	806	688	63	630	123			
Arrive On Green	0.43	0.43	0.00	0.00	0.43	0.43	0.22	0.22	0.18			
Sat Flow, veh/h	888	1885	0	0	1870	1598	282	2826	550			
Grp Volume(v), veh/h	36	439	0	0	265	239	146	0	130			
Grp Sat Flow(s),veh/h/ln	888	1885	0	0	1870	1598	1871	0	1786			
Q Serve(g_s), s	0.6	4.0	0.0	0.0	2.2	2.3	1.5	0.0	1.4			
Cycle Q Clear(g_c), s	2.8	4.0	0.0	0.0	2.2	2.3	1.5	0.0	1.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.15		0.31			
Lane Grp Cap(c), veh/h	611	812	0	0	806	688	417	0	398			
V/C Ratio(X)	0.06	0.54	0.00	0.00	0.33	0.35	0.35	0.00	0.33			
Avail Cap(c_a), veh/h	1342	2366	0	0	2348	2005	1863	0	1778			
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.3	4.9	0.0	0.0	4.4	4.4	7.6	0.0	7.7			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.2	0.3	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			
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.0	0.0	0.3	0.3	0.4	0.0	0.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	5.4	0.0	0.0	4.6	4.7	8.1	0.0	8.1			
LnGrp LOS	A	A	A	A	A	A	A	A	A			
Approach Vol, veh/h		475			504			276				
Approach Delay, s/veh		5.4			4.6			8.1				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		9.1		14.0				14.0				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		22.0		28.0				28.0				
Max Q Clear Time (g_c+I1), s		3.5		6.0				4.3				
Green Ext Time (p_c), s		1.4		3.0				2.4				
Intersection Summary												
HCM 6th Ctrl Delay			5.7									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	150	0	0	252	314	12	704	39	0	0	0
Future Volume (veh/h)	230	150	0	0	252	314	12	704	39	0	0	0
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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1885	1856	0	0	1826	1885	1900	1885	1900			
Adj Flow Rate, veh/h	261	170	0	0	286	357	14	800	44			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	1	3	0	0	5	1	0	1	0			
Cap, veh/h	459	904	0	0	889	778	20	1209	70			
Arrive On Green	0.49	0.49	0.00	0.00	0.49	0.49	0.35	0.35	0.33			
Sat Flow, veh/h	793	1856	0	0	1826	1598	58	3472	201			
Grp Volume(v), veh/h	261	170	0	0	286	357	453	0	405			
Grp Sat Flow(s),veh/h/ln	793	1856	0	0	1826	1598	1882	0	1849			
Q Serve(g_s), s	14.5	2.5	0.0	0.0	4.6	7.2	10.0	0.0	8.9			
Cycle Q Clear(g_c), s	19.1	2.5	0.0	0.0	4.6	7.2	10.0	0.0	8.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.03		0.11			
Lane Grp Cap(c), veh/h	459	904	0	0	889	778	655	0	644			
V/C Ratio(X)	0.57	0.19	0.00	0.00	0.32	0.46	0.69	0.00	0.63			
Avail Cap(c_a), veh/h	546	1108	0	0	1090	954	892	0	876			
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	13.4	7.0	0.0	0.0	7.6	8.2	13.6	0.0	13.3			
Incr Delay (d2), s/veh	1.1	0.1	0.0	0.0	0.2	0.4	1.4	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			
%ile BackOfQ(50%),veh/ln	2.2	0.8	0.0	0.0	1.4	2.0	3.8	0.0	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.5	7.1	0.0	0.0	7.8	8.6	15.0	0.0	14.3			
LnGrp LOS	B	A	A	A	A	A	B	A	B			
Approach Vol, veh/h		431			643			858				
Approach Delay, s/veh		11.6			8.3			14.6				
Approach LOS		B			A			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		20.9		27.7				27.7				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		22.0		28.0				28.0				
Max Q Clear Time (g_c+I1), s		12.0		21.1				9.2				
Green Ext Time (p_c), s		3.9		1.5				2.9				
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	563	0	0	249	225	21	201	38	0	0	0
Future Volume (veh/h)	34	563	0	0	249	225	21	201	38	0	0	0
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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1885	0	0	1870	1885	1900	1885	1900			
Adj Flow Rate, veh/h	36	599	0	0	265	239	22	214	40			
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	1	0	0	2	1	0	1	0			
Cap, veh/h	637	945	0	0	938	801	58	577	112			
Arrive On Green	0.50	0.50	0.00	0.00	0.50	0.50	0.20	0.20	0.17			
Sat Flow, veh/h	888	1885	0	0	1870	1598	282	2826	550			
Grp Volume(v), veh/h	36	599	0	0	265	239	146	0	130			
Grp Sat Flow(s),veh/h/ln	888	1885	0	0	1870	1598	1871	0	1786			
Q Serve(g_s), s	0.7	6.3	0.0	0.0	2.2	2.4	1.8	0.0	1.7			
Cycle Q Clear(g_c), s	2.9	6.3	0.0	0.0	2.2	2.4	1.8	0.0	1.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.15		0.31			
Lane Grp Cap(c), veh/h	637	945	0	0	938	801	382	0	365			
V/C Ratio(X)	0.06	0.63	0.00	0.00	0.28	0.30	0.38	0.00	0.36			
Avail Cap(c_a), veh/h	1204	2150	0	0	2133	1822	1445	0	1380			
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	4.8	5.0	0.0	0.0	3.9	4.0	9.3	0.0	9.4			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.2	0.2	0.6	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			
%ile BackOfQ(50%),veh/ln	0.1	1.0	0.0	0.0	0.3	0.3	0.6	0.0	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	5.7	0.0	0.0	4.1	4.2	10.0	0.0	10.0			
LnGrp LOS	A	A	A	A	A	A	A	A	B			
Approach Vol, veh/h		635			504			276				
Approach Delay, s/veh		5.6			4.1			10.0				
Approach LOS		A			A			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		9.6		17.6				17.6				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		20.0		30.0				30.0				
Max Q Clear Time (g_c+I1), s		3.8		8.3				4.4				
Green Ext Time (p_c), s		1.4		4.3				2.4				

Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									

CHERRY STREET & HOTEL PARKING GARAGE

CAPACITY ANALYSIS

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	70	567	0	0
Future Vol, veh/h	0	0	70	567	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	2	2	2
Mvmt Flow	0	0	76	616	0	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	460	-
Stage 1	-	-	0	-
Stage 2	-	-	460	-
Critical Hdwy	4.1	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.84	-
Follow-up Hdwy	2.2	-	3.52	-
Pot Cap-1 Maneuver	-	-	530	0
Stage 1	-	-	-	0
Stage 2	-	-	602	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	530	-
Mov Cap-2 Maneuver	-	-	530	-
Stage 1	-	-	-	-
Stage 2	-	-	602	-

Approach	WB	NB
HCM Control Delay, s		0
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1329	85	0
Future Vol, veh/h	0	0	0	1329	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	1	0	0
Mvmt Flow	0	0	0	1445	92	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	723	-
Stage 1	-	-	0	-
Stage 2	-	-	723	-
Critical Hdwy	4.1	-	6.8	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.8	-
Follow-up Hdwy	2.2	-	3.5	-
Pot Cap-1 Maneuver	-	-	365	0
Stage 1	-	-	-	0
Stage 2	-	-	447	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	365	-
Mov Cap-2 Maneuver	-	-	365	-
Stage 1	-	-	-	-
Stage 2	-	-	447	-

Approach	WB	NB
HCM Control Delay, s	0	18.2
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	365	-	-
HCM Lane V/C Ratio	0.253	-	-
HCM Control Delay (s)	18.2	0	-
HCM Lane LOS	C	A	-
HCM 95th %tile Q(veh)	1	-	-

CHERRY STREET & CONVENTION CENTER PARKING GARAGE

CAPACITY ANALYSIS

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	458	512	0	0
Future Vol, veh/h	0	0	458	512	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	1	2	2
Mvmt Flow	0	0	498	557	0	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	1275	-
Stage 1	-	-	0	-
Stage 2	-	-	1275	-
Critical Hdwy	4.1	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.84	-
Follow-up Hdwy	2.2	-	3.52	-
Pot Cap-1 Maneuver	-	-	159	0
Stage 1	-	-	-	0
Stage 2	-	-	226	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	159	-
Mov Cap-2 Maneuver	-	-	159	-
Stage 1	-	-	-	-
Stage 2	-	-	226	-

Approach	WB	NB
HCM Control Delay, s		0
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	9.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	308	458	0
Future Vol, veh/h	0	0	0	308	458	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	2	0	0
Mvmt Flow	0	0	0	335	498	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	168	-
Stage 1	-	-	0	-
Stage 2	-	-	168	-
Critical Hdwy	4.1	-	6.8	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.8	-
Follow-up Hdwy	2.2	-	3.5	-
Pot Cap-1 Maneuver	-	-	812	0
Stage 1	-	-	-	0
Stage 2	-	-	850	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	812	-
Mov Cap-2 Maneuver	-	-	812	-
Stage 1	-	-	-	-
Stage 2	-	-	850	-

Approach	WB	NB
HCM Control Delay, s	0	16.2
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	812	-	-
HCM Lane V/C Ratio	0.613	-	-
HCM Control Delay (s)	16.2	0	-
HCM Lane LOS	C	A	-
HCM 95th %tile Q(veh)	4.3	-	-

7TH STREET 24-HOUR SEGMENT COUNTS

Basic Volume Report: 7TH

Station ID : 7TH
Info Line 1 : 7th st bt wabsh ave &
Info Line 2 : Cherry St
GPS Lat/Lon :
DB File : 7TGH.DB

Last Connected Device Type : Apollo
Version Number : 1.66
Serial Number : UU30692

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	S		Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	15:00	50	74	66	40	230
Tue	16:00	43	58	82	91	274
	17:00	85	57	42	56	240
	18:00	43	44	64	34	185
	19:00	52	36	31	29	148
	20:00	38	34	34	39	145
	21:00	43	24	25	25	117
	22:00	20	18	25	12	75
	23:00	6	15	11	13	45
Day Total :						1459

AM Total :		Peak AM Hour :			Peak AM Factor :	Average Period :	40.5
PM Total :	1459 (100.0%)	Peak PM Hour :	16:15 =	316 (21.7%)	Peak PM Factor : 0.868	Average Hour :	162.1

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	15	8	7	7	37
Wed	01:00	4	4	7	2	17
	02:00	6	3	0	2	11
	03:00	4	0	2	1	7
	04:00	1	1	2	0	4
	05:00	3	4	6	3	16
	06:00	2	9	6	11	28
	07:00	15	14	30	33	92
	08:00	45	25	42	55	167
	09:00	40	27	29	46	142
	10:00	33	29	26	52	140
	11:00	29	38	49	59	175
	12:00	52	45	39	53	189
	13:00	57	31	36	60	184
	14:00	69	31	44	66	210
Day Total :						1419

AM Total :	836 (58.9%)	Peak AM Hour : 11:00 =	175 (12.3%)	Peak AM Factor : 0.742	Average Period : 23.7
PM Total :	583 (41.1%)	Peak PM Hour : 14:00 =	210 (14.8%)	Peak PM Factor : 0.761	Average Hour : 94.6

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	N		Directional^	Axle	Yes	

Lane #2 Basic Volume Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	15:00	68	55	54	54	231
Tue	16:00	52	45	68	66	231
	17:00	76	56	59	37	228
	18:00	43	54	65	66	228
	19:00	30	36	34	31	131
	20:00	29	32	34	33	128
	21:00	39	35	26	18	118
	22:00	24	17	24	17	82
	23:00	9	18	14	16	57
Day Total :						1434

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period :	39.8
PM Total :	1434 (100.0%)	Peak PM Hour : 16:30 =	266 (18.5%)	Peak PM Factor : 0.875	Average Hour :	159.3

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	12	10	10	6	38
Wed	01:00	7	6	4	3	20
	02:00	6	6	0	4	16
	03:00	4	4	4	3	15
	04:00	1	2	1	0	4
	05:00	2	1	6	9	18
	06:00	7	12	14	14	47
	07:00	17	25	61	80	183
	08:00	46	46	93	88	273
	09:00	46	40	56	68	210
	10:00	48	39	47	79	213
	11:00	44	36	67	52	199
	12:00	47	71	59	90	267
	13:00	50	58	52	63	223
	14:00	34	44	55	78	211
Day Total :						1937

AM Total :	1236 (63.8%)	Peak AM Hour : 08:00 =	273 (14.1%)	Peak AM Factor : 0.734	Average Period : 32.3
PM Total :	701 (36.2%)	Peak PM Hour : 12:15 =	270 (13.9%)	Peak PM Factor : 0.750	Average Hour : 129.1

Basic Volume Summary: 7TH

Grand Total For Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	2878	(46.1%)	1.00	2878	30.0	119.9	836 (29.0%)	2042 (71.0%)
#2.	3371	(53.9%)	1.00	3371	35.1	140.5	1236 (36.7%)	2135 (63.3%)
ALL	6249		1.00	6249	65.1	260.4	2072 (33.2%)	4177 (66.8%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	175	09/26/2018	0.742	16:15 =	316	09/25/2018	0.868
#2.	08:00 =	273	09/26/2018	0.734	12:15 =	270	09/26/2018	0.750

8TH STREET 24-HOUR SEGMENT COUNTS

Basic Volume Report: 8TH

Station ID : 8TH

Info Line 1 : 8th st Bt Wabash & Cherry St
Info Line 2 :
GPS Lat/Lon :
DB File : 8TH.DB

Last Connected Device Type : Apollo
Version Number : 1.66
Serial Number : UU30684

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 16:00 - 09/25/2018 To: 15:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	16:00	45	63	88	75	271
Tue	17:00	77	57	43	52	229
	18:00	42	33	31	27	133
	19:00	40	23	30	20	113
	20:00	18	41	27	21	107
	21:00	31	24	18	28	101
	22:00	14	8	10	8	40
	23:00	10	5	3	9	27
Day Total :						1021

AM Total :		Peak AM Hour :			Peak AM Factor :	Average Period : 31.9
PM Total :	1021 (100.0%)	Peak PM Hour :	16:15 =	303 (29.7%)	Peak PM Factor : 0.861	Average Hour : 127.6

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	4	6	1	7	18
Wed	01:00	3	7	2	3	15
	02:00	0	4	6	1	11
	03:00	0	0	0	0	0
	04:00	0	2	3	0	5
	05:00	3	7	6	3	19
	06:00	0	5	8	16	29
	07:00	8	23	10	40	81
	08:00	43	29	25	54	151
	09:00	24	30	31	46	131
	10:00	40	32	37	38	147
	11:00	64	40	49	59	212
	12:00	84	38	51	73	246
	13:00	73	40	42	72	227
	14:00	66	53	53	74	246
	15:00	79	74	63	47	263
Day Total :						1801

AM Total :	819 (45.5%)	Peak AM Hour : 11:00 =	212 (11.8%)	Peak AM Factor : 0.828	Average Period : 28.1
PM Total :	982 (54.5%)	Peak PM Hour : 14:45 =	290 (16.1%)	Peak PM Factor : 0.863	Average Hour : 112.6

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.			Directional^	Axle	Yes	

Lane #2 Basic Volume Data From: 16:00 - 09/25/2018 To: 15:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	16:00	5	6	7	4	22
Tue	17:00	11	9	4	1	25
	18:00	1	1	1	0	3
	19:00	3	0	0	3	6
	20:00	0	2	0	1	3
	21:00	1	0	0	1	2
	22:00	0	1	0	0	1
	23:00	5	1	0	0	6
Day Total :						68

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period : 2.1
PM Total :	68 (100.0%)	Peak PM Hour : 16:30 =	31 (45.6%)	Peak PM Factor : 0.705	Average Hour : 8.5

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	4	0	4
	05:00	0	3	2	1	6
	06:00	2	1	0	2	5
	07:00	1	3	1	11	16
	08:00	15	10	8	8	41
	09:00	8	7	3	2	20
	10:00	1	4	6	5	16
	11:00	4	2	4	9	19
	12:00	16	7	8	20	51
	13:00	20	2	14	10	46
	14:00	3	7	9	7	26
	15:00	7	11	10	2	30
Day Total :						280

AM Total :	127 (45.4%)	Peak AM Hour : 07:45 =	44 (15.7%)	Peak AM Factor : 0.733	Average Period : 4.4
PM Total :	153 (54.6%)	Peak PM Hour : 12:45 =	56 (20.0%)	Peak PM Factor : 0.700	Average Hour : 17.5

Basic Volume Summary: 8TH

Grand Total For Data From: 16:00 - 09/25/2018 To: 15:59 - 09/26/2018

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	2822	(89.0%)	1.00	2822	29.4	117.6	819 (29.0%)	2003 (71.0%)
#2.	348	(11.0%)	1.00	348	3.6	14.5	127 (36.5%)	221 (63.5%)
ALL	3170		1.00	3170	33.0	132.1	946 (29.8%)	2224 (70.2%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	212	09/26/2018	0.828	16:15 =	303	09/25/2018	0.861
#2.	07:45 =	44	09/26/2018	0.733	12:45 =	56	09/26/2018	0.700

9TH STREET 24-HOUR SEGMENT COUNTS

Basic Volume Report: 9TH

Station ID : 9TH

Info Line 1 : 9th St Bt Wabash ave & Cherry
Info Line 2 :
GPS Lat/Lon :
DB File : 9TH.DB

Last Connected Device Type : Apollo
Version Number : 1.66
Serial Number : UU30685

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	N		Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	15:00	184	146	112	117	559
Tue	16:00	127	112	131	132	502
	17:00	191	123	99	115	528
	18:00	109	115	93	114	431
	19:00	56	68	61	52	237
	20:00	72	55	80	46	253
	21:00	46	48	33	34	161
	22:00	18	35	22	17	92
	23:00	28	20	21	9	78
Day Total :						2841

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period : 78.9
PM Total :	2841 (100.0%)	Peak PM Hour : 16:30 =	577 (20.3%)	Peak PM Factor : 0.755	Average Hour : 315.7

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	9	11	9	8	37
Wed	01:00	7	5	12	8	32
	02:00	8	4	9	10	31
	03:00	2	3	6	15	26
	04:00	6	5	8	5	24
	05:00	7	25	26	32	90
	06:00	31	26	32	63	152
	07:00	56	135	159	241	591
	08:00	194	132	200	235	761
	09:00	115	114	155	148	532
	10:00	84	92	93	133	402
	11:00	110	65	113	141	429
	12:00	116	119	153	161	549
	13:00	138	126	140	133	537
	14:00	111	107	111	111	440
Day Total :						4633

AM Total :	3107 (67.1%)	Peak AM Hour : 07:45 =	767 (16.6%)	Peak AM Factor : 0.796	Average Period : 77.2
PM Total :	1526 (32.9%)	Peak PM Hour : 12:30 =	578 (12.5%)	Peak PM Factor : 0.898	Average Hour : 308.9

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.			Directional^	Axle	Yes	

Lane #2 Basic Volume Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	15:00	17	14	12	13	56
Tue	16:00	11	7	9	18	45
	17:00	17	10	8	14	49
	18:00	15	6	11	12	44
	19:00	6	8	4	7	25
	20:00	5	8	4	6	23
	21:00	6	3	8	4	21
	22:00	1	3	0	5	9
	23:00	4	4	4	1	13
Day Total :						285

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period :	7.9
PM Total :	285 (100.0%)	Peak PM Hour : 15:00 =	56 (19.6%)	Peak PM Factor : 0.778	Average Hour :	31.7

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	0	1	3	1	5
Wed	01:00	2	1	1	1	5
	02:00	1	1	2	1	5
	03:00	0	0	0	0	0
	04:00	2	0	0	0	2
	05:00	0	0	2	2	4
	06:00	1	4	4	8	17
	07:00	9	13	15	26	63
	08:00	21	13	26	25	85
	09:00	9	8	13	9	39
	10:00	6	13	8	9	36
	11:00	8	5	10	20	43
	12:00	8	11	9	17	45
	13:00	9	12	14	14	49
	14:00	10	11	13	16	50
Day Total :						448

AM Total :	304 (67.9%)	Peak AM Hour : 07:45 =	86 (19.2%)	Peak AM Factor : 0.827	Average Period : 7.5
PM Total :	144 (32.1%)	Peak PM Hour : 12:45 =	52 (11.6%)	Peak PM Factor : 0.765	Average Hour : 29.9

Basic Volume Summary: 9TH

Grand Total For Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	7474	(91.1%)	1.00	7474	77.9	311.4	3107 (41.6%)	4367 (58.4%)
#2.	733	(8.9%)	1.00	733	7.6	30.5	304 (41.5%)	429 (58.5%)
ALL	8207		1.00	8207	85.5	341.9	3411 (41.6%)	4796 (58.4%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:45 =	767	09/26/2018	0.796	12:30 =	578	09/26/2018	0.898
#2.	07:45 =	86	09/26/2018	0.827	15:00 =	56	09/25/2018	0.778

CHERRY STREET 24-HOUR SEGMENT COUNTS

Basic Volume Report: CHERRY

Station ID : CHERRY

Info Line 1 : Cherry St Bt 9th & 8th
Info Line 2 :
GPS Lat/Lon :
DB File : CHERRY.DB

Last Connected Device Type : Apollo
Version Number : 1.66
Serial Number : UU30686

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	W		Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	15:00	82	60	54	69	265
Tue	16:00	48	77	62	95	282
	17:00	75	52	62	57	246
	18:00	59	48	55	28	190
	19:00	43	21	22	26	112
	20:00	33	41	26	22	122
	21:00	22	14	13	9	58
	22:00	11	7	8	14	40
	23:00	9	12	3	5	29
Day Total :						1344

AM Total :		Peak AM Hour :			Peak AM Factor :	Average Period :	37.3
PM Total :	1344 (100.0%)	Peak PM Hour :	16:15 =	309 (23.0%)	Peak PM Factor : 0.813	Average Hour :	149.3

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	3	2	4	2	11
Wed	01:00	1	6	4	6	17
	02:00	1	6	1	2	10
	03:00	0	0	1	2	3
	04:00	1	3	0	2	6
	05:00	6	9	6	14	35
	06:00	14	11	26	31	82
	07:00	61	56	92	105	314
	08:00	57	85	78	52	272
	09:00	53	53	65	35	206
	10:00	36	36	44	49	165
	11:00	29	48	49	53	179
	12:00	57	65	69	60	251
	13:00	54	63	57	52	226
	14:00	47	59	49	52	207
Day Total :						1984

AM Total :	1300 (65.5%)	Peak AM Hour :	07:30 =	339 (17.1%)	Peak AM Factor : 0.807	Average Period :	33.1
PM Total :	684 (34.5%)	Peak PM Hour :	12:00 =	251 (12.7%)	Peak PM Factor : 0.909	Average Hour :	132.3

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.			Directional^	Axle	Yes	

Lane #2 Basic Volume Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	15:00	1	0	0	0	1
Tue	16:00	0	2	2	1	5
	17:00	1	0	0	0	1
	18:00	2	0	2	0	4
	19:00	0	0	0	0	0
	20:00	1	1	0	0	2
	21:00	0	0	0	0	0
	22:00	0	0	1	1	2
	23:00	0	0	0	0	0
Day Total :						15

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period :	0.4
PM Total :	15 (100.0%)	Peak PM Hour : 16:15 =	6 (40.0%)	Peak PM Factor : 0.750	Average Hour :	1.7

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	0	0	3	3
	08:00	0	0	1	1	2
	09:00	1	0	1	0	2
	10:00	0	0	1	1	2
	11:00	0	1	2	0	3
	12:00	0	2	3	3	8
	13:00	1	0	0	0	1
	14:00	0	4	0	5	9
Day Total :						30

AM Total :	12 (40.0%)	Peak AM Hour : 07:45 =	4 (13.3%)	Peak AM Factor : 0.333	Average Period :	0.5
PM Total :	18 (60.0%)	Peak PM Hour : 12:15 =	9 (30.0%)	Peak PM Factor : 0.450	Average Hour :	2.0

Basic Volume Summary: CHERRY

Grand Total For Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	3328	(98.7%)	1.00	3328	34.7	138.7	1300 (39.1%)	2028 (60.9%)
#2.	45	(1.3%)	1.00	45	0.5	1.9	12 (26.7%)	33 (73.3%)
ALL	3373		1.00	3373	35.2	140.6	1312 (38.9%)	2061 (61.1%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:30 =	339	09/26/2018	0.807	16:15 =	309	09/25/2018	0.813
#2.	07:45 =	4	09/26/2018	0.333	12:15 =	9	09/26/2018	0.450

Basic Volume Report: GARAGE

Station ID : GARAGE

Info Line 1 : Cherry St Bt 7th & 8th
Info Line 2 :
GPS Lat/Lon :
DB File : GARAGE.DB

Last Connected Device Type : Apollo
Version Number : 1.66
Serial Number : UU30696

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	W		Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	15:00	122	123	91	90	426
Tue	16:00	95	81	175	150	501
	17:00	165	107	79	90	441
	18:00	110	73	68	76	327
	19:00	59	54	52	42	207
	20:00	46	47	48	36	177
	21:00	36	28	25	18	107
	22:00	10	15	13	13	51
	23:00	17	12	14	9	52
Day Total :						2289

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period : 63.6
PM Total :	2289 (100.0%)	Peak PM Hour : 16:30 =	597 (26.1%)	Peak PM Factor : 0.853	Average Hour : 254.3

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	6	8	3	4	21
Wed	01:00	4	4	5	7	20
	02:00	6	4	4	4	18
	03:00	0	1	0	4	5
	04:00	4	1	3	2	10
	05:00	3	9	7	16	35
	06:00	10	15	19	33	77
	07:00	32	58	60	69	219
	08:00	65	53	47	50	215
	09:00	29	42	46	54	171
	10:00	33	32	25	56	146
	11:00	40	13	45	66	164
	12:00	78	59	95	95	327
	13:00	60	36	59	68	223
	14:00	54	40	45	67	206
Day Total :						1857

AM Total :	1101 (59.3%)	Peak AM Hour : 07:15 =	252 (13.6%)	Peak AM Factor : 0.913	Average Period : 31.0
PM Total :	756 (40.7%)	Peak PM Hour : 12:00 =	327 (17.6%)	Peak PM Factor : 0.861	Average Hour : 123.8

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.			Directional^	Axle	Yes	

Lane #2 Basic Volume Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	15:00	5	2	2	0	9
Tue	16:00	1	0	7	12	20
	17:00	2	1	2	1	6
	18:00	1	1	0	1	3
	19:00	0	0	1	1	2
	20:00	0	0	1	0	1
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						41

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period : 1.1
PM Total :	41 (100.0%)	Peak PM Hour : 16:30 =	22 (53.7%)	Peak PM Factor : 0.458	Average Hour : 4.6

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	1	0	0	1
	07:00	0	1	1	2	4
	08:00	2	7	22	22	53
	09:00	18	11	20	29	78
	10:00	18	26	15	34	93
	11:00	34	19	31	39	123
	12:00	16	3	5	22	46
	13:00	34	26	23	20	103
	14:00	37	36	25	43	141
Day Total :						642

AM Total :	352 (54.8%)	Peak AM Hour : 11:00 =	123 (19.2%)	Peak AM Factor : 0.788	Average Period : 10.7
PM Total :	290 (45.2%)	Peak PM Hour : 14:00 =	141 (22.0%)	Peak PM Factor : 0.820	Average Hour : 42.8

Basic Volume Summary: GARAGE

Grand Total For Data From: 15:00 - 09/25/2018 To: 14:59 - 09/26/2018

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	4146	(85.9%)	1.00	4146	43.2	172.8	1101 (26.6%)	3045 (73.4%)
#2.	683	(14.1%)	1.00	683	7.1	28.5	352 (51.5%)	331 (48.5%)
ALL	4829		1.00	4829	50.3	201.3	1453 (30.1%)	3376 (69.9%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:15 =	252	09/26/2018	0.913	16:30 =	597	09/25/2018	0.853
#2.	11:00 =	123	09/26/2018	0.788	14:00 =	141	09/26/2018	0.820

WABASH AVENUE 24-HOUR SEGMENT COUNTS

Basic Volume Report: WABASH 8 9

Station ID : WABASH 8 9

Info Line 1 : Wabash St BT 8th & 9th
Info Line 2 :
GPS Lat/Lon :
DB File : WABASH 8 9.DB

Last Connected Device Type : Apollo
Version Number : 1.66
Serial Number : UU30683

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	W		Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 16:00 - 09/25/2018 To: 15:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	16:00	92	88	112	99	391
Tue	17:00	107	72	59	68	306
	18:00	54	57	56	41	208
	19:00	62	42	55	48	207
	20:00	56	58	43	52	209
	21:00	54	47	38	24	163
	22:00	30	22	27	17	96
	23:00	19	18	13	15	65
Day Total :						1645

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period :	51.4
PM Total :	1645 (100.0%)	Peak PM Hour :	16:15 = 406 (24.7%)	Peak PM Factor :	0.906	Average Hour : 205.6

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	15	10	13	9	47
Wed	01:00	10	5	4	7	26
	02:00	6	5	1	5	17
	03:00	5	3	3	6	17
	04:00	1	6	3	1	11
	05:00	6	3	11	10	30
	06:00	10	13	13	20	56
	07:00	16	25	43	49	133
	08:00	31	55	59	57	202
	09:00	77	44	58	63	242
	10:00	65	55	56	85	261
	11:00	65	48	96	96	305
	12:00	50	0	0	0	50
	13:00	105	81	70	90	346
	14:00	106	52	62	69	289
	15:00	97	82	81	73	333
Day Total :						2365

AM Total :	1347 (57.0%)	Peak AM Hour : 11:00 =	305 (12.9%)	Peak AM Factor : 0.794	Average Period : 37.0
PM Total :	1018 (43.0%)	Peak PM Hour : 13:15 =	347 (14.7%)	Peak PM Factor : 0.818	Average Hour : 147.8

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	E		Directional^	Axle	Yes	

Lane #2 Basic Volume Data From: 16:00 - 09/25/2018 To: 15:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	16:00	74	67	75	65	281
Tue	17:00	83	67	61	66	277
	18:00	63	57	64	60	244
	19:00	44	45	53	40	182
	20:00	45	41	26	34	146
	21:00	35	29	28	36	128
	22:00	27	20	23	8	78
	23:00	14	18	18	11	61
Day Total :						1397

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period :	43.7
PM Total :	1397 (100.0%)	Peak PM Hour : 16:15 =	290 (20.8%)	Peak PM Factor : 0.873	Average Hour :	174.6

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	7	14	8	7	36
Wed	01:00	8	6	7	5	26
	02:00	4	7	7	5	23
	03:00	6	3	7	5	21
	04:00	0	10	8	4	22
	05:00	5	5	11	14	35
	06:00	8	25	17	29	79
	07:00	32	43	74	67	216
	08:00	48	59	88	87	282
	09:00	52	51	51	69	223
	10:00	50	72	57	86	265
	11:00	68	48	103	84	303
	12:00	122	127	163	143	555
	13:00	91	81	74	80	326
	14:00	77	63	60	69	269
	15:00	73	84	62	60	279
Day Total :						2960

AM Total :	1531 (51.7%)	Peak AM Hour : 10:45 =	305 (10.3%)	Peak AM Factor : 0.740	Average Period : 46.3
PM Total :	1429 (48.3%)	Peak PM Hour : 12:00 =	555 (18.8%)	Peak PM Factor : 0.851	Average Hour : 185.0

Basic Volume Summary: WABASH 8 9

Grand Total For Data From: 16:00 - 09/25/2018 To: 15:59 - 09/26/2018

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	4010	(47.9%)	1.00	4010	41.8	167.1	1347 (33.6%)	2663 (66.4%)
#2.	4357	(52.1%)	1.00	4357	45.4	181.5	1531 (35.1%)	2826 (64.9%)
ALL	8367		1.00	8367	87.2	348.6	2878 (34.4%)	5489 (65.6%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	305	09/26/2018	0.794	16:15 =	406	09/25/2018	0.906
#2.	10:45 =	305	09/26/2018	0.740	12:00 =	555	09/26/2018	0.851

Basic Volume Report: WABASH

Station ID : WABASH

Info Line 1 : Wabash St Bt 7th & 8th
Info Line 2 :
GPS Lat/Lon :
DB File : WABASH 7 8.DB

Last Connected Device Type : Apollo
Version Number : 1.66
Serial Number :

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	W		Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 16:00 - 09/25/2018 To: 15:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	16:00	85	67	86	99	337
Tue	17:00	81	60	53	60	254
	18:00	51	42	46	40	179
	19:00	49	38	42	44	173
	20:00	54	48	40	38	180
	21:00	49	44	33	21	147
	22:00	25	21	24	15	85
	23:00	17	16	14	17	64
Day Total :						1419

AM Total :		Peak AM Hour :			Peak AM Factor :	Average Period :	44.3
PM Total :	1419 (100.0%)	Peak PM Hour :	16:00 =	337 (23.7%)	Peak PM Factor : 0.851	Average Hour :	177.4

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	11	9	13	11	44
Wed	01:00	6	3	3	5	17
	02:00	6	6	0	5	17
	03:00	4	3	4	3	14
	04:00	1	6	2	1	10
	05:00	5	4	7	10	26
	06:00	9	13	11	18	51
	07:00	18	19	40	38	115
	08:00	32	40	58	48	178
	09:00	50	39	52	56	197
	10:00	52	53	42	80	227
	11:00	55	55	68	74	252
	12:00	63	63	67	75	268
	13:00	77	69	60	74	280
	14:00	89	39	60	56	244
	15:00	73	67	65	65	270
Day Total :						2210

AM Total :	1148 (51.9%)	Peak AM Hour : 10:45 =	258 (11.7%)	Peak AM Factor : 0.806	Average Period : 34.5
PM Total :	1062 (48.1%)	Peak PM Hour : 13:15 =	292 (13.2%)	Peak PM Factor : 0.820	Average Hour : 138.1

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	E		Directional^	Axle	Yes	

Lane #2 Basic Volume Data From: 16:00 - 09/25/2018 To: 15:59 - 09/26/2018

Date	Time	:00	:15	:30	:45	Total
09/25/18	16:00	68	74	74	64	280
Tue	17:00	75	58	64	60	257
	18:00	56	60	59	59	234
	19:00	45	49	56	39	189
	20:00	51	48	30	30	159
	21:00	38	35	28	36	137
	22:00	24	22	24	10	80
	23:00	13	20	15	11	59
Day Total :						1395

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period : 43.6
PM Total :	1395 (100.0%)	Peak PM Hour : 16:15 =	287 (20.6%)	Peak PM Factor : 0.957	Average Hour : 174.4

Date	Time	:00	:15	:30	:45	Total
09/26/18	00:00	7	10	7	9	33
Wed	01:00	9	5	5	4	23
	02:00	4	7	7	4	22
	03:00	6	2	7	4	19
	04:00	0	11	5	4	20
	05:00	5	5	12	12	34
	06:00	8	26	14	26	74
	07:00	31	43	67	72	213
	08:00	53	52	76	76	257
	09:00	67	52	51	66	236
	10:00	41	64	53	79	237
	11:00	73	49	98	73	293
	12:00	82	69	105	81	337
	13:00	75	76	69	72	292
	14:00	80	66	70	69	285
	15:00	80	85	69	60	294
Day Total :						2669

AM Total :	1461 (54.7%)	Peak AM Hour : 10:45 =	299 (11.2%)	Peak AM Factor : 0.763	Average Period : 41.7
PM Total :	1208 (45.3%)	Peak PM Hour : 12:00 =	337 (12.6%)	Peak PM Factor : 0.802	Average Hour : 166.8

Basic Volume Summary: WABASH

Grand Total For Data From: 16:00 - 09/25/2018 To: 15:59 - 09/26/2018

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	3629	(47.2%)	1.00	3629	37.8	151.2	1148 (31.6%)	2481 (68.4%)
#2.	4064	(52.8%)	1.00	4064	42.3	169.3	1461 (35.9%)	2603 (64.1%)
ALL	7693		1.00	7693	80.1	320.5	2609 (33.9%)	5084 (66.1%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	10:45 =	258	09/26/2018	0.806	16:00 =	337	09/25/2018	0.851
#2.	10:45 =	299	09/26/2018	0.763	12:00 =	337	09/26/2018	0.802