

Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTD #: Location 1  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: Bridge Street/Spring Street  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F



**TOTAL (CARS & TRUCKS)**

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Bridge Street Eastbound |      |      |       | Spring Street Westbound |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right |
| 7:00 AM    | 4                      | 21   | 134  | 81    | 1                      | 8    | 76   | 71    | 0                       | 72   | 41   | 17    | 0                       | 33   | 68   | 8     |
| 7:15 AM    | 5                      | 23   | 139  | 83    | 3                      | 10   | 80   | 74    | 0                       | 75   | 43   | 19    | 0                       | 36   | 71   | 9     |
| 7:30 AM    | 8                      | 26   | 151  | 82    | 1                      | 11   | 81   | 75    | 0                       | 75   | 44   | 20    | 0                       | 37   | 70   | 8     |
| 7:45 AM    | 7                      | 27   | 158  | 78    | 3                      | 13   | 86   | 83    | 0                       | 80   | 52   | 22    | 0                       | 35   | 67   | 7     |
| 8:00 AM    | 11                     | 30   | 171  | 80    | 2                      | 14   | 87   | 87    | 0                       | 81   | 57   | 23    | 0                       | 38   | 66   | 9     |
| 8:15 AM    | 9                      | 32   | 178  | 74    | 1                      | 17   | 91   | 94    | 0                       | 83   | 64   | 25    | 0                       | 33   | 62   | 6     |
| 8:30 AM    | 6                      | 31   | 175  | 76    | 4                      | 19   | 92   | 99    | 0                       | 85   | 68   | 24    | 0                       | 36   | 64   | 7     |
| 8:45 AM    | 7                      | 29   | 172  | 77    | 2                      | 16   | 87   | 95    | 0                       | 82   | 66   | 21    | 0                       | 34   | 60   | 8     |

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Bridge Street Eastbound |      |      |       | Spring Street Westbound |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right |
| 4:00 PM    | 12                     | 32   | 121  | 64    | 12                     | 47   | 98   | 61    | 0                       | 59   | 67   | 7     | 0                       | 62   | 81   | 9     |
| 4:15 PM    | 14                     | 35   | 128  | 67    | 15                     | 48   | 117  | 69    | 0                       | 62   | 70   | 8     | 0                       | 66   | 85   | 10    |
| 4:30 PM    | 16                     | 39   | 125  | 70    | 13                     | 45   | 132  | 74    | 0                       | 61   | 66   | 8     | 0                       | 67   | 85   | 11    |
| 4:45 PM    | 18                     | 37   | 117  | 71    | 11                     | 44   | 144  | 81    | 0                       | 63   | 68   | 10    | 0                       | 64   | 81   | 9     |
| 5:00 PM    | 17                     | 36   | 115  | 76    | 14                     | 42   | 151  | 85    | 0                       | 62   | 64   | 8     | 0                       | 65   | 79   | 10    |
| 5:15 PM    | 16                     | 33   | 109  | 74    | 12                     | 46   | 148  | 84    | 0                       | 61   | 66   | 9     | 0                       | 62   | 77   | 11    |
| 5:30 PM    | 15                     | 34   | 114  | 75    | 11                     | 43   | 143  | 80    | 0                       | 58   | 65   | 7     | 0                       | 63   | 75   | 12    |
| 5:45 PM    | 13                     | 31   | 112  | 72    | 9                      | 41   | 138  | 78    | 0                       | 56   | 62   | 6     | 0                       | 60   | 73   | 10    |

| AM PEAK HOUR<br>8:00 AM<br>to<br>9:00 AM | VFW Parkway Northbound |             |             |             | VFW Parkway Southbound |             |             |             | Bridge Street Eastbound |             |             |             | Spring Street Westbound |             |             |             |
|--|------------------------|-------------|-------------|-------------|------------------------|-------------|-------------|-------------|-------------------------|-------------|-------------|-------------|-------------------------|-------------|-------------|-------------|
|  | U-Turn                 | Left        | Thru        | Right       | U-Turn                 | Left        | Thru        | Right       | U-Turn                  | Left        | Thru        | Right       | U-Turn                  | Left        | Thru        | Right       |
|  | <b>33</b>              | <b>122</b>  | <b>696</b>  | <b>307</b>  | <b>9</b>               | <b>66</b>   | <b>357</b>  | <b>375</b>  | <b>0</b>                | <b>331</b>  | <b>255</b>  | <b>93</b>   | <b>0</b>                | <b>141</b>  | <b>252</b>  | <b>30</b>   |
| <b>PHF</b>                               | <b>0.99</b>            |             |             |             | <b>0.94</b>            |             |             |             | <b>0.96</b>             |             |             |             | <b>0.94</b>             |             |             |             |
| <b>HV %</b>                              | <b>0.0%</b>            | <b>1.6%</b> | <b>0.6%</b> | <b>0.7%</b> | <b>0.0%</b>            | <b>1.5%</b> | <b>0.6%</b> | <b>0.3%</b> | <b>0.0%</b>             | <b>0.3%</b> | <b>0.4%</b> | <b>2.2%</b> | <b>0.0%</b>             | <b>2.8%</b> | <b>0.8%</b> | <b>3.3%</b> |

| PM PEAK HOUR<br>4:30 PM<br>to<br>5:30 PM | VFW Parkway Northbound |             |             |             | VFW Parkway Southbound |             |             |             | Bridge Street Eastbound |             |             |             | Spring Street Westbound |             |             |             |
|--|------------------------|-------------|-------------|-------------|------------------------|-------------|-------------|-------------|-------------------------|-------------|-------------|-------------|-------------------------|-------------|-------------|-------------|
|  | U-Turn                 | Left        | Thru        | Right       | U-Turn                 | Left        | Thru        | Right       | U-Turn                  | Left        | Thru        | Right       | U-Turn                  | Left        | Thru        | Right       |
|  | <b>67</b>              | <b>145</b>  | <b>466</b>  | <b>291</b>  | <b>50</b>              | <b>177</b>  | <b>575</b>  | <b>324</b>  | <b>0</b>                | <b>247</b>  | <b>264</b>  | <b>35</b>   | <b>0</b>                | <b>258</b>  | <b>322</b>  | <b>41</b>   |
| <b>PHF</b>                               | <b>0.97</b>            |             |             |             | <b>0.96</b>            |             |             |             | <b>0.97</b>             |             |             |             | <b>0.95</b>             |             |             |             |
| <b>HV %</b>                              | <b>0.0%</b>            | <b>1.4%</b> | <b>0.4%</b> | <b>0.3%</b> | <b>0.0%</b>            | <b>0.6%</b> | <b>0.2%</b> | <b>0.6%</b> | <b>0.0%</b>             | <b>0.4%</b> | <b>0.4%</b> | <b>2.9%</b> | <b>0.0%</b>             | <b>0.4%</b> | <b>0.3%</b> | <b>0.0%</b> |

Client: Alison Lunny  
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 BTD #: Location 1  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
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 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F

# BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701  
 Office: 978-746-1259  
 DataRequest@BostonTrafficData.com  
 www.BostonTrafficData.com

## TRUCKS

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Bridge Street Eastbound |      |      | Spring Street Westbound |        |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------------------------|--------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right                   | U-Turn | Left | Thru | Right |
| 7:00 AM    | 0                      | 0    | 0    | 0     | 0                      | 0    | 0    | 2     | 0                       | 0    | 0    | 0                       | 0      | 0    | 0    | 0     |
| 7:15 AM    | 0                      | 1    | 0    | 0     | 0                      | 0    | 1    | 0     | 0                       | 1    | 0    | 0                       | 0      | 0    | 0    | 0     |
| 7:30 AM    | 0                      | 0    | 1    | 1     | 0                      | 0    | 1    | 0     | 0                       | 0    | 1    | 1                       | 0      | 0    | 1    | 0     |
| 7:45 AM    | 0                      | 0    | 0    | 1     | 0                      | 1    | 2    | 1     | 0                       | 0    | 0    | 0                       | 0      | 0    | 0    | 0     |
| 8:00 AM    | 0                      | 1    | 1    | 0     | 0                      | 0    | 1    | 0     | 0                       | 1    | 0    | 0                       | 0      | 1    | 0    | 1     |
| 8:15 AM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 0    | 1     | 0                       | 0    | 1    | 1                       | 0      | 0    | 0    | 0     |
| 8:30 AM    | 0                      | 0    | 0    | 1     | 0                      | 1    | 1    | 0     | 0                       | 0    | 0    | 0                       | 0      | 1    | 1    | 0     |
| 8:45 AM    | 0                      | 1    | 1    | 1     | 0                      | 0    | 0    | 0     | 0                       | 0    | 0    | 1                       | 0      | 2    | 1    | 0     |

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Bridge Street Eastbound |      |      | Spring Street Westbound |        |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------------------------|--------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right                   | U-Turn | Left | Thru | Right |
| 4:00 PM    | 0                      | 0    | 1    | 1     | 0                      | 0    | 2    | 0     | 0                       | 0    | 0    | 0                       | 0      | 1    | 0    | 0     |
| 4:15 PM    | 0                      | 0    | 0    | 0     | 0                      | 0    | 1    | 0     | 0                       | 0    | 0    | 0                       | 0      | 0    | 0    | 0     |
| 4:30 PM    | 0                      | 1    | 0    | 0     | 0                      | 1    | 0    | 1     | 0                       | 0    | 1    | 0                       | 0      | 1    | 0    | 0     |
| 4:45 PM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 0    | 0     | 0                       | 1    | 0    | 0                       | 0      | 0    | 1    | 0     |
| 5:00 PM    | 0                      | 1    | 0    | 0     | 0                      | 0    | 1    | 0     | 0                       | 0    | 0    | 1                       | 0      | 0    | 0    | 0     |
| 5:15 PM    | 0                      | 0    | 1    | 1     | 0                      | 0    | 0    | 1     | 0                       | 0    | 0    | 0                       | 0      | 0    | 0    | 0     |
| 5:30 PM    | 0                      | 0    | 0    | 0     | 0                      | 0    | 0    | 0     | 0                       | 0    | 0    | 0                       | 0      | 1    | 0    | 0     |
| 5:45 PM    | 0                      | 0    | 0    | 0     | 0                      | 0    | 0    | 0     | 0                       | 0    | 0    | 0                       | 0      | 0    | 0    | 0     |

| AM PEAK HOUR<br>8:00 AM<br>to<br>9:00 AM<br><i>PHF</i> | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Bridge Street Eastbound |      |      | Spring Street Westbound |        |      |      |       |
|--|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------------------------|--------|------|------|-------|
|  | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right                   | U-Turn | Left | Thru | Right |
|  | 0                      | 2    | 4    | 2     | 0                      | 1    | 2    | 1     | 0                       | 1    | 1    | 2                       | 0      | 4    | 2    | 1     |
|  | <b>0.67</b>            |      |      |       | <b>0.50</b>            |      |      |       | <b>0.50</b>             |      |      | <b>0.58</b>             |        |      |      |       |

| PM PEAK HOUR<br>4:00 PM<br>to<br>5:00 PM<br><i>PHF</i> | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Bridge Street Eastbound |      |      | Spring Street Westbound |        |      |      |       |
|--|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------------------------|--------|------|------|-------|
|  | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right                   | U-Turn | Left | Thru | Right |
|  | 0                      | 1    | 2    | 1     | 0                      | 1    | 3    | 1     | 0                       | 1    | 1    | 0                       | 0      | 2    | 1    | 0     |
|  | <b>0.50</b>            |      |      |       | <b>0.63</b>            |      |      |       | <b>0.50</b>             |      |      | <b>0.75</b>             |        |      |      |       |

Client: Alison Lunny  
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 BTD #: Location 1  
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 Street 1: VFW Parkway  
 Street 2: Bridge Street/Spring Street  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F



**PEDESTRIANS & BICYCLES**

| Start Time | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | Bridge Street Eastbound |      |       |     | Spring Street Westbound |      |       |     |
|------------|------------------------|------|-------|-----|------------------------|------|-------|-----|-------------------------|------|-------|-----|-------------------------|------|-------|-----|
|            | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left                    | Thru | Right | PED | Left                    | Thru | Right | PED |
| 7:00 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0                       | 0    | 0     | 0   |
| 7:15 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0                       | 0    | 0     | 0   |
| 7:30 AM    | 0                      | 0    | 0     | 4   | 0                      | 0    | 0     | 1   | 1                       | 1    | 0     | 1   | 0                       | 0    | 0     | 0   |
| 7:45 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 1                       | 0    | 0     | 0   | 0                       | 1    | 0     | 0   |
| 8:00 AM    | 0                      | 0    | 0     | 1   | 0                      | 0    | 0     | 0   | 0                       | 1    | 0     | 0   | 0                       | 0    | 0     | 0   |
| 8:15 AM    | 0                      | 0    | 0     | 2   | 0                      | 0    | 0     | 1   | 0                       | 0    | 0     | 1   | 0                       | 0    | 0     | 0   |
| 8:30 AM    | 0                      | 0    | 1     | 1   | 0                      | 0    | 0     | 2   | 0                       | 0    | 0     | 0   | 0                       | 0    | 0     | 1   |
| 8:45 AM    | 0                      | 0    | 0     | 3   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0                       | 0    | 0     | 0   |

| Start Time | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | Bridge Street Eastbound |      |       |     | Spring Street Westbound |      |       |     |
|------------|------------------------|------|-------|-----|------------------------|------|-------|-----|-------------------------|------|-------|-----|-------------------------|------|-------|-----|
|            | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left                    | Thru | Right | PED | Left                    | Thru | Right | PED |
| 4:00 PM    | 0                      | 0    | 0     | 2   | 0                      | 0    | 0     | 2   | 0                       | 0    | 0     | 1   | 0                       | 0    | 0     | 0   |
| 4:15 PM    | 0                      | 0    | 0     | 1   | 0                      | 0    | 0     | 1   | 0                       | 0    | 0     | 0   | 0                       | 0    | 0     | 1   |
| 4:30 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 1   | 0                       | 1    | 0     | 0   |
| 4:45 PM    | 0                      | 0    | 0     | 1   | 0                      | 0    | 0     | 0   | 0                       | 1    | 0     | 0   | 0                       | 0    | 0     | 1   |
| 5:00 PM    | 0                      | 0    | 0     | 1   | 0                      | 0    | 0     | 1   | 0                       | 0    | 0     | 0   | 0                       | 0    | 0     | 0   |
| 5:15 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 2   | 0                       | 0    | 0     | 0   |
| 5:30 PM    | 0                      | 0    | 0     | 2   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0                       | 1    | 0     | 0   |
| 5:45 PM    | 0                      | 0    | 0     | 1   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0                       | 0    | 0     | 0   |

| AM PEAK HOUR <sup>1</sup><br>8:00 AM to 9:00 AM | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | Bridge Street Eastbound |      |       |     | Spring Street Westbound |      |       |     |
|---|------------------------|------|-------|-----|------------------------|------|-------|-----|-------------------------|------|-------|-----|-------------------------|------|-------|-----|
|   | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left                    | Thru | Right | PED | Left                    | Thru | Right | PED |
|   | 0                      | 0    | 1     | 7   | 0                      | 0    | 0     | 3   | 0                       | 1    | 0     | 1   | 0                       | 0    | 0     | 1   |

| PM PEAK HOUR <sup>1</sup><br>4:30 PM to 5:30 PM | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | Bridge Street Eastbound |      |       |     | Spring Street Westbound |      |       |     |
|---|------------------------|------|-------|-----|------------------------|------|-------|-----|-------------------------|------|-------|-----|-------------------------|------|-------|-----|
|   | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left                    | Thru | Right | PED | Left                    | Thru | Right | PED |
|   | 0                      | 0    | 0     | 2   | 0                      | 0    | 0     | 1   | 0                       | 1    | 0     | 3   | 0                       | 1    | 0     | 1   |

<sup>1</sup> Peak hours corresponds to vehicular peak hours.

Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTD #: Location 2  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: Dedham Street  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F



**TOTAL (CARS & TRUCKS)**

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Dedham Street Eastbound |      |      | Westbound |        |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-----------|--------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right     | U-Turn | Left | Thru | Right |
| 7:00 AM    | 0                      | 0    | 245  | 0     | 0                      | 0    | 135  | 2     | 0                       | 0    | 0    | 2         | 0      | 0    | 0    | 0     |
| 7:15 AM    | 0                      | 0    | 257  | 0     | 0                      | 0    | 143  | 2     | 0                       | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 7:30 AM    | 0                      | 0    | 275  | 0     | 0                      | 0    | 151  | 1     | 0                       | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 7:45 AM    | 0                      | 0    | 277  | 0     | 0                      | 0    | 158  | 0     | 0                       | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 8:00 AM    | 0                      | 0    | 294  | 0     | 0                      | 0    | 161  | 1     | 0                       | 0    | 0    | 2         | 0      | 0    | 0    | 0     |
| 8:15 AM    | 0                      | 0    | 298  | 0     | 0                      | 0    | 163  | 3     | 0                       | 0    | 0    | 3         | 0      | 0    | 0    | 0     |
| 8:30 AM    | 0                      | 0    | 296  | 0     | 0                      | 0    | 159  | 4     | 0                       | 0    | 0    | 2         | 0      | 0    | 0    | 0     |
| 8:45 AM    | 0                      | 0    | 288  | 0     | 0                      | 0    | 152  | 2     | 0                       | 0    | 0    | 2         | 0      | 0    | 0    | 0     |

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Dedham Street Eastbound |      |      | Westbound |        |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-----------|--------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right     | U-Turn | Left | Thru | Right |
| 4:00 PM    | 0                      | 0    | 236  | 0     | 0                      | 0    | 185  | 4     | 0                       | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 4:15 PM    | 0                      | 0    | 249  | 0     | 0                      | 0    | 209  | 2     | 0                       | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 4:30 PM    | 0                      | 0    | 253  | 0     | 0                      | 0    | 225  | 3     | 0                       | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 4:45 PM    | 0                      | 0    | 250  | 0     | 0                      | 0    | 239  | 4     | 0                       | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 5:00 PM    | 0                      | 0    | 249  | 0     | 0                      | 0    | 243  | 4     | 0                       | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 5:15 PM    | 0                      | 0    | 241  | 0     | 0                      | 0    | 235  | 5     | 0                       | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 5:30 PM    | 0                      | 0    | 244  | 0     | 0                      | 0    | 227  | 4     | 0                       | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 5:45 PM    | 0                      | 0    | 235  | 0     | 0                      | 0    | 223  | 3     | 0                       | 0    | 0    | 2         | 0      | 0    | 0    | 0     |

| AM PEAK HOUR<br>8:00 AM<br>to<br>9:00 AM | VFW Parkway Northbound |             |             |             | VFW Parkway Southbound |             |             |             | Dedham Street Eastbound |             |             | Westbound   |             |             |             |             |
|--|------------------------|-------------|-------------|-------------|------------------------|-------------|-------------|-------------|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|  | U-Turn                 | Left        | Thru        | Right       | U-Turn                 | Left        | Thru        | Right       | U-Turn                  | Left        | Thru        | Right       | U-Turn      | Left        | Thru        | Right       |
|  | 0                      | 0           | 1176        | 0           | 0                      | 0           | 635         | 10          | 0                       | 0           | 0           | 9           | 0           | 0           | 0           | 0           |
| <b>PHF</b>                               | <b>0.99</b>            |             |             |             | <b>0.97</b>            |             |             |             | <b>0.75</b>             |             |             | <b>0.00</b> |             |             |             |             |
| <b>HV %</b>                              | <b>0.0%</b>            | <b>0.0%</b> | <b>0.8%</b> | <b>0.0%</b> | <b>0.0%</b>            | <b>0.0%</b> | <b>1.3%</b> | <b>0.0%</b> | <b>0.0%</b>             | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> |

| PM PEAK HOUR<br>4:30 PM<br>to<br>5:30 PM | VFW Parkway Northbound |             |             |             | VFW Parkway Southbound |             |             |             | Dedham Street Eastbound |             |             | Westbound   |             |             |             |             |
|--|------------------------|-------------|-------------|-------------|------------------------|-------------|-------------|-------------|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|  | U-Turn                 | Left        | Thru        | Right       | U-Turn                 | Left        | Thru        | Right       | U-Turn                  | Left        | Thru        | Right       | U-Turn      | Left        | Thru        | Right       |
|  | 0                      | 0           | 993         | 0           | 0                      | 0           | 942         | 16          | 0                       | 0           | 0           | 2           | 0           | 0           | 0           | 0           |
| <b>PHF</b>                               | <b>0.98</b>            |             |             |             | <b>0.97</b>            |             |             |             | <b>0.50</b>             |             |             | <b>0.00</b> |             |             |             |             |
| <b>HV %</b>                              | <b>0.0%</b>            | <b>0.0%</b> | <b>0.5%</b> | <b>0.0%</b> | <b>0.0%</b>            | <b>0.0%</b> | <b>0.5%</b> | <b>0.0%</b> | <b>0.0%</b>             | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> | <b>0.0%</b> |

Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTD #: Location 2  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: Dedham Street  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F

# BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701  
 Office: 978-746-1259  
 DataRequest@BostonTrafficData.com  
 www.BostonTrafficData.com

## TRUCKS

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Dedham Street Eastbound |      |      |       | Westbound |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------|-----------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn    | Left | Thru | Right |
| 7:00 AM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 0    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 7:15 AM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 1    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 7:30 AM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 2    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 7:45 AM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 3    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 8:00 AM    | 0                      | 0    | 3    | 0     | 0                      | 0    | 2    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 8:15 AM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 1    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 8:30 AM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 3    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 8:45 AM    | 0                      | 0    | 3    | 0     | 0                      | 0    | 2    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Dedham Street Eastbound |      |      |       | Westbound |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------|-----------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn    | Left | Thru | Right |
| 4:00 PM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 3    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 4:15 PM    | 0                      | 0    | 0    | 0     | 0                      | 0    | 1    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 4:30 PM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 2    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 4:45 PM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 1    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 5:00 PM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 2    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 5:15 PM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 0    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 5:30 PM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 1    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |
| 5:45 PM    | 0                      | 0    | 0    | 0     | 0                      | 0    | 0    | 0     | 0                       | 0    | 0    | 0     | 0         | 0    | 0    | 0     |

| AM PEAK HOUR<br>8:00 AM<br>to<br>9:00 AM<br><i>PHF</i> | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Dedham Street Eastbound |      |      |       | Westbound   |      |      |       |
|--|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------|-------------|------|------|-------|
|  | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn      | Left | Thru | Right |
|  | 0                      | 0    | 9    | 0     | 0                      | 0    | 8    | 0     | 0                       | 0    | 0    | 0     | 0           | 0    | 0    | 0     |
|  | <b>0.75</b>            |      |      |       | <b>0.67</b>            |      |      |       | <b>0.00</b>             |      |      |       | <b>0.00</b> |      |      |       |

| PM PEAK HOUR<br>4:00 PM<br>to<br>5:00 PM<br><i>PHF</i> | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | Dedham Street Eastbound |      |      |       | Westbound   |      |      |       |
|--|------------------------|------|------|-------|------------------------|------|------|-------|-------------------------|------|------|-------|-------------|------|------|-------|
|  | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn      | Left | Thru | Right |
|  | 0                      | 0    | 5    | 0     | 0                      | 0    | 7    | 0     | 0                       | 0    | 0    | 0     | 0           | 0    | 0    | 0     |
|  | <b>0.63</b>            |      |      |       | <b>0.58</b>            |      |      |       | <b>0.00</b>             |      |      |       | <b>0.00</b> |      |      |       |

Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTM #: Location 2  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: Dedham Street  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F



**PEDESTRIANS & BICYCLES**

| Start Time | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | Dedham Street Eastbound |      |       |     | Westbound |      |       |     |   |
|------------|------------------------|------|-------|-----|------------------------|------|-------|-----|-------------------------|------|-------|-----|-----------|------|-------|-----|---|
|            | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left                    | Thru | Right | PED | Left      | Thru | Right | PED |   |
| 7:00 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 7:15 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 7:30 AM    | 0                      | 1    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 1         | 0    | 0     | 0   | 0 |
| 7:45 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 8:00 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 8:15 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 1         | 0    | 0     | 0   | 0 |
| 8:30 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 8:45 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |

| Start Time | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | Dedham Street Eastbound |      |       |     | Westbound |      |       |     |   |
|------------|------------------------|------|-------|-----|------------------------|------|-------|-----|-------------------------|------|-------|-----|-----------|------|-------|-----|---|
|            | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left                    | Thru | Right | PED | Left      | Thru | Right | PED |   |
| 4:00 PM    | 0                      | 0    | 0     | 0   | 0                      | 1    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 4:15 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 2         | 0    | 0     | 0   | 0 |
| 4:30 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 2         | 0    | 0     | 0   | 0 |
| 4:45 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 5:00 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 1         | 0    | 0     | 0   | 0 |
| 5:15 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 2         | 0    | 0     | 0   | 0 |
| 5:30 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 5:45 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |

| AM PEAK HOUR <sup>1</sup><br>8:00 AM to 9:00 AM | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | Dedham Street Eastbound |      |       |     | Westbound |      |       |     |   |
|---|------------------------|------|-------|-----|------------------------|------|-------|-----|-------------------------|------|-------|-----|-----------|------|-------|-----|---|
|   | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left                    | Thru | Right | PED | Left      | Thru | Right | PED |   |
|   | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 1         | 0    | 0     | 0   | 0 |

| PM PEAK HOUR <sup>1</sup><br>4:30 PM to 5:30 PM | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | Dedham Street Eastbound |      |       |     | Westbound |      |       |     |   |
|---|------------------------|------|-------|-----|------------------------|------|-------|-----|-------------------------|------|-------|-----|-----------|------|-------|-----|---|
|   | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left                    | Thru | Right | PED | Left      | Thru | Right | PED |   |
|   | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                       | 0    | 0     | 0   | 5         | 0    | 0     | 0   | 0 |

<sup>1</sup> Peak hours corresponds to vehicular peak hours.

Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTD #: Location 3  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: A Street  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F



**TOTAL (CARS & TRUCKS)**

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | A Street Eastbound |      |      | Westbound |        |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|--------------------|------|------|-----------|--------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn             | Left | Thru | Right     | U-Turn | Left | Thru | Right |
| 7:00 AM    | 0                      | 0    | 253  | 0     | 0                      | 0    | 142  | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 7:15 AM    | 0                      | 0    | 263  | 0     | 0                      | 0    | 150  | 0     | 0                  | 0    | 0    | 2         | 0      | 0    | 0    | 0     |
| 7:30 AM    | 0                      | 0    | 280  | 0     | 0                      | 0    | 158  | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 7:45 AM    | 0                      | 0    | 276  | 0     | 0                      | 0    | 165  | 0     | 0                  | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 8:00 AM    | 0                      | 0    | 289  | 0     | 0                      | 0    | 171  | 0     | 0                  | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 8:15 AM    | 0                      | 0    | 296  | 0     | 0                      | 0    | 172  | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 8:30 AM    | 0                      | 0    | 302  | 0     | 0                      | 0    | 167  | 0     | 0                  | 0    | 0    | 3         | 0      | 0    | 0    | 0     |
| 8:45 AM    | 0                      | 0    | 289  | 0     | 0                      | 0    | 159  | 0     | 0                  | 0    | 0    | 2         | 0      | 0    | 0    | 0     |

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | A Street Eastbound |      |      | Westbound |        |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|--------------------|------|------|-----------|--------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn             | Left | Thru | Right     | U-Turn | Left | Thru | Right |
| 4:00 PM    | 0                      | 0    | 241  | 0     | 0                      | 0    | 193  | 0     | 0                  | 0    | 0    | 2         | 0      | 0    | 0    | 0     |
| 4:15 PM    | 0                      | 0    | 254  | 0     | 0                      | 0    | 216  | 0     | 0                  | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 4:30 PM    | 0                      | 0    | 259  | 0     | 0                      | 0    | 233  | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 4:45 PM    | 0                      | 0    | 254  | 0     | 0                      | 0    | 245  | 1     | 0                  | 0    | 0    | 2         | 0      | 0    | 0    | 0     |
| 5:00 PM    | 0                      | 0    | 256  | 0     | 0                      | 0    | 251  | 1     | 0                  | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 5:15 PM    | 0                      | 0    | 252  | 0     | 0                      | 0    | 244  | 0     | 0                  | 0    | 0    | 2         | 0      | 0    | 0    | 0     |
| 5:30 PM    | 0                      | 0    | 250  | 0     | 0                      | 0    | 238  | 0     | 0                  | 0    | 0    | 1         | 0      | 0    | 0    | 0     |
| 5:45 PM    | 0                      | 0    | 241  | 0     | 0                      | 0    | 233  | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |

| AM PEAK HOUR<br>8:00 AM<br>to<br>9:00 AM | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | A Street Eastbound |      |      | Westbound |        |      |      |       |
|--|------------------------|------|------|-------|------------------------|------|------|-------|--------------------|------|------|-----------|--------|------|------|-------|
|  | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn             | Left | Thru | Right     | U-Turn | Left | Thru | Right |
|  | 0                      | 0    | 1176 | 0     | 0                      | 0    | 669  | 0     | 0                  | 0    | 0    | 6         | 0      | 0    | 0    | 0     |
| <b>PHF</b>                               | 0.97                   |      |      |       | 0.97                   |      |      |       | 0.50               |      |      | 0.00      |        |      |      |       |
| <b>HV %</b>                              | 0.0%                   | 0.0% | 0.8% | 0.0%  | 0.0%                   | 0.0% | 1.3% | 0.0%  | 0.0%               | 0.0% | 0.0% | 0.0%      | 0.0%   | 0.0% | 0.0% | 0.0%  |

| PM PEAK HOUR<br>4:30 PM<br>to<br>5:30 PM | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | A Street Eastbound |      |      | Westbound |        |      |      |       |
|--|------------------------|------|------|-------|------------------------|------|------|-------|--------------------|------|------|-----------|--------|------|------|-------|
|  | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn             | Left | Thru | Right     | U-Turn | Left | Thru | Right |
|  | 0                      | 0    | 1021 | 0     | 0                      | 0    | 973  | 2     | 0                  | 0    | 0    | 5         | 0      | 0    | 0    | 0     |
| <b>PHF</b>                               | 0.99                   |      |      |       | 0.97                   |      |      |       | 0.63               |      |      | 0.00      |        |      |      |       |
| <b>HV %</b>                              | 0.0%                   | 0.0% | 0.6% | 0.0%  | 0.0%                   | 0.0% | 0.6% | 0.0%  | 0.0%               | 0.0% | 0.0% | 0.0%      | 0.0%   | 0.0% | 0.0% | 0.0%  |

Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTD #: Location 3  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: A Street  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F

# BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701  
 Office: 978-746-1259  
 DataRequest@BostonTrafficData.com  
 www.BostonTrafficData.com

## TRUCKS

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | A Street Eastbound |      |      | Westbound |        |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|--------------------|------|------|-----------|--------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn             | Left | Thru | Right     | U-Turn | Left | Thru | Right |
| 7:00 AM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 1    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 7:15 AM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 0    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 7:30 AM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 2    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 7:45 AM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 2    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 8:00 AM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 3    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 8:15 AM    | 0                      | 0    | 3    | 0     | 0                      | 0    | 1    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 8:30 AM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 3    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 8:45 AM    | 0                      | 0    | 3    | 0     | 0                      | 0    | 2    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |

| Start Time | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | A Street Eastbound |      |      | Westbound |        |      |      |       |
|------------|------------------------|------|------|-------|------------------------|------|------|-------|--------------------|------|------|-----------|--------|------|------|-------|
|            | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn             | Left | Thru | Right     | U-Turn | Left | Thru | Right |
| 4:00 PM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 3    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 4:15 PM    | 0                      | 0    | 0    | 0     | 0                      | 0    | 1    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 4:30 PM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 1    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 4:45 PM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 2    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 5:00 PM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 2    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 5:15 PM    | 0                      | 0    | 2    | 0     | 0                      | 0    | 1    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 5:30 PM    | 0                      | 0    | 0    | 0     | 0                      | 0    | 1    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |
| 5:45 PM    | 0                      | 0    | 1    | 0     | 0                      | 0    | 0    | 0     | 0                  | 0    | 0    | 0         | 0      | 0    | 0    | 0     |

| AM PEAK HOUR<br>8:00 AM<br>to<br>9:00 AM<br><i>PHF</i> | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | A Street Eastbound |      |      | Westbound   |        |      |      |       |
|--|------------------------|------|------|-------|------------------------|------|------|-------|--------------------|------|------|-------------|--------|------|------|-------|
|  | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn             | Left | Thru | Right       | U-Turn | Left | Thru | Right |
|  | 0                      | 0    | 9    | 0     | 0                      | 0    | 9    | 0     | 0                  | 0    | 0    | 0           | 0      | 0    | 0    | 0     |
|  | <b>0.75</b>            |      |      |       | <b>0.75</b>            |      |      |       | <b>0.00</b>        |      |      | <b>0.00</b> |        |      |      |       |

| PM PEAK HOUR<br>4:00 PM<br>to<br>5:00 PM<br><i>PHF</i> | VFW Parkway Northbound |      |      |       | VFW Parkway Southbound |      |      |       | A Street Eastbound |      |      | Westbound   |        |      |      |       |
|--|------------------------|------|------|-------|------------------------|------|------|-------|--------------------|------|------|-------------|--------|------|------|-------|
|  | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn             | Left | Thru | Right       | U-Turn | Left | Thru | Right |
|  | 0                      | 0    | 5    | 0     | 0                      | 0    | 7    | 0     | 0                  | 0    | 0    | 0           | 0      | 0    | 0    | 0     |
|  | <b>0.63</b>            |      |      |       | <b>0.58</b>            |      |      |       | <b>0.00</b>        |      |      | <b>0.00</b> |        |      |      |       |



Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTM #: Location 3  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: A Street  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F



**PEDESTRIANS & BICYCLES**

| Start Time | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | A Street Eastbound |      |       |     | Westbound |      |       |     |   |
|------------|------------------------|------|-------|-----|------------------------|------|-------|-----|--------------------|------|-------|-----|-----------|------|-------|-----|---|
|            | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left               | Thru | Right | PED | Left      | Thru | Right | PED |   |
| 7:00 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 7:15 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 7:30 AM    | 0                      | 1    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 1         | 0    | 0     | 0   | 0 |
| 7:45 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 8:00 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 8:15 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 8:30 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 8:45 AM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |

| Start Time | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | A Street Eastbound |      |       |     | Westbound |      |       |     |   |
|------------|------------------------|------|-------|-----|------------------------|------|-------|-----|--------------------|------|-------|-----|-----------|------|-------|-----|---|
|            | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left               | Thru | Right | PED | Left      | Thru | Right | PED |   |
| 4:00 PM    | 0                      | 0    | 0     | 0   | 0                      | 1    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 4:15 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 1   | 0                  | 0    | 0     | 1   | 0         | 0    | 0     | 0   | 0 |
| 4:30 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 1   | 0                  | 0    | 0     | 1   | 0         | 0    | 0     | 0   | 0 |
| 4:45 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 5:00 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 5:15 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 2   | 0         | 0    | 0     | 0   | 0 |
| 5:30 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |
| 5:45 PM    | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |

| AM PEAK HOUR <sup>1</sup><br>8:00 AM to 9:00 AM | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | A Street Eastbound |      |       |     | Westbound |      |       |     |   |
|---|------------------------|------|-------|-----|------------------------|------|-------|-----|--------------------|------|-------|-----|-----------|------|-------|-----|---|
|   | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left               | Thru | Right | PED | Left      | Thru | Right | PED |   |
|   | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 0   | 0                  | 0    | 0     | 0   | 0         | 0    | 0     | 0   | 0 |

| PM PEAK HOUR <sup>1</sup><br>4:30 PM to 5:30 PM | VFW Parkway Northbound |      |       |     | VFW Parkway Southbound |      |       |     | A Street Eastbound |      |       |     | Westbound |      |       |     |   |
|---|------------------------|------|-------|-----|------------------------|------|-------|-----|--------------------|------|-------|-----|-----------|------|-------|-----|---|
|   | Left                   | Thru | Right | PED | Left                   | Thru | Right | PED | Left               | Thru | Right | PED | Left      | Thru | Right | PED |   |
|   | 0                      | 0    | 0     | 0   | 0                      | 0    | 0     | 1   | 0                  | 0    | 0     | 3   | 0         | 0    | 0     | 0   | 0 |

<sup>1</sup> Peak hours corresponds to vehicular peak hours.

Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTD #: Location 4  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: At U-Turn Junction  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F



**TOTAL (CARS & TRUCKS)**

| Start Time | VFW Parkway Northbound (at Main Line) |      |      |       | VFW Parkway Northbound (at Right Lane) |      |      |       | VFW Parkway Southbound (at Main Line) |      |      |       | VFW Parkway Southbound (at Right Lane) |      |      |       |
|------------|---------------------------------------|------|------|-------|--|------|------|-------|---------------------------------------|------|------|-------|--|------|------|-------|
|            | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right |
| 7:00 AM    | 0                                     | 0    | 187  | 0     | 2                                      | 0    | 58   | 0     | 0                                     | 0    | 132  | 0     | 21                                     | 0    | 9    | 0     |
| 7:15 AM    | 0                                     | 0    | 196  | 0     | 3                                      | 0    | 63   | 0     | 0                                     | 0    | 140  | 0     | 22                                     | 0    | 10   | 0     |
| 7:30 AM    | 0                                     | 0    | 198  | 0     | 3                                      | 0    | 65   | 0     | 0                                     | 0    | 143  | 0     | 23                                     | 0    | 11   | 0     |
| 7:45 AM    | 0                                     | 0    | 181  | 0     | 4                                      | 0    | 64   | 0     | 0                                     | 0    | 150  | 0     | 28                                     | 0    | 13   | 0     |
| 8:00 AM    | 0                                     | 0    | 156  | 0     | 2                                      | 0    | 68   | 0     | 0                                     | 0    | 151  | 0     | 31                                     | 0    | 15   | 0     |
| 8:15 AM    | 0                                     | 0    | 185  | 0     | 3                                      | 0    | 67   | 0     | 0                                     | 0    | 155  | 0     | 34                                     | 0    | 17   | 0     |
| 8:30 AM    | 0                                     | 0    | 206  | 0     | 2                                      | 0    | 66   | 0     | 0                                     | 0    | 158  | 0     | 35                                     | 0    | 19   | 0     |
| 8:45 AM    | 0                                     | 0    | 192  | 0     | 3                                      | 0    | 63   | 0     | 0                                     | 0    | 153  | 0     | 32                                     | 0    | 16   | 0     |

| Start Time | VFW Parkway Northbound (at Main Line) |      |      |       | VFW Parkway Northbound (at Right Lane) |      |      |       | VFW Parkway Southbound (at Main Line) |      |      |       | VFW Parkway Southbound (at Right Lane) |      |      |       |
|------------|---------------------------------------|------|------|-------|--|------|------|-------|---------------------------------------|------|------|-------|--|------|------|-------|
|            | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right |
| 4:00 PM    | 0                                     | 0    | 138  | 0     | 2                                      | 0    | 83   | 0     | 0                                     | 0    | 186  | 0     | 37                                     | 0    | 24   | 0     |
| 4:15 PM    | 0                                     | 0    | 151  | 0     | 4                                      | 0    | 85   | 0     | 0                                     | 0    | 195  | 0     | 42                                     | 0    | 28   | 0     |
| 4:30 PM    | 0                                     | 0    | 159  | 0     | 5                                      | 0    | 87   | 0     | 0                                     | 0    | 197  | 0     | 44                                     | 0    | 30   | 0     |
| 4:45 PM    | 0                                     | 0    | 171  | 0     | 7                                      | 0    | 89   | 0     | 0                                     | 0    | 202  | 0     | 42                                     | 0    | 35   | 0     |
| 5:00 PM    | 0                                     | 0    | 176  | 0     | 6                                      | 0    | 91   | 0     | 0                                     | 0    | 206  | 0     | 39                                     | 0    | 38   | 0     |
| 5:15 PM    | 0                                     | 0    | 178  | 0     | 5                                      | 0    | 90   | 0     | 0                                     | 0    | 199  | 0     | 35                                     | 0    | 36   | 0     |
| 5:30 PM    | 0                                     | 0    | 173  | 0     | 4                                      | 0    | 86   | 0     | 0                                     | 0    | 191  | 0     | 38                                     | 0    | 32   | 0     |
| 5:45 PM    | 0                                     | 0    | 169  | 0     | 3                                      | 0    | 81   | 0     | 0                                     | 0    | 183  | 0     | 34                                     | 0    | 30   | 0     |

| AM PEAK HOUR<br>8:00 AM to 9:00 AM | VFW Parkway Northbound (at Main Line) |      |      |       | VFW Parkway Northbound (at Right Lane) |      |      |       | VFW Parkway Southbound (at Main Line) |      |      |       | VFW Parkway Southbound (at Right Lane) |      |      |       |
|------------------------------------|---------------------------------------|------|------|-------|--|------|------|-------|---------------------------------------|------|------|-------|--|------|------|-------|
|                                    | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right |
|                                    | 0                                     | 0    | 739  | 0     | 10                                     | 0    | 264  | 0     | 0                                     | 0    | 617  | 0     | 132                                    | 0    | 67   | 0     |
| <i>PHF</i>                         | 0.90                                  |      |      |       | 0.98                                   |      |      |       | 0.98                                  |      |      |       | 0.92                                   |      |      |       |
| <i>HV %</i>                        | 0.0%                                  | 0.0% | 1.1% | 0.0%  | 0.0%                                   | 0.0% | 0.0% | 0.0%  | 0.0%                                  | 0.0% | 1.5% | 0.0%  | 0.0%                                   | 0.0% | 1.5% | 0.0%  |

| PM PEAK HOUR<br>4:45 PM to 5:45 PM | VFW Parkway Northbound (at Main Line) |      |      |       | VFW Parkway Northbound (at Right Lane) |      |      |       | VFW Parkway Southbound (at Main Line) |      |      |       | VFW Parkway Southbound (at Right Lane) |      |      |       |
|------------------------------------|---------------------------------------|------|------|-------|--|------|------|-------|---------------------------------------|------|------|-------|--|------|------|-------|
|                                    | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right |
|                                    | 0                                     | 0    | 698  | 0     | 22                                     | 0    | 356  | 0     | 0                                     | 0    | 798  | 0     | 154                                    | 0    | 141  | 0     |
| <i>PHF</i>                         | 0.98                                  |      |      |       | 0.97                                   |      |      |       | 0.97                                  |      |      |       | 0.96                                   |      |      |       |
| <i>HV %</i>                        | 0.0%                                  | 0.0% | 0.6% | 0.0%  | 0.0%                                   | 0.0% | 0.3% | 0.0%  | 0.0%                                  | 0.0% | 0.8% | 0.0%  | 0.0%                                   | 0.0% | 0.0% | 0.0%  |

Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTD #: Location 4  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: At U-Turn Junction  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F

# BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701  
 Office: 978-746-1259  
 DataRequest@BostonTrafficData.com  
 www.BostonTrafficData.com

## TRUCKS

| Start Time | VFW Parkway Northbound (at Main Line) |      |      |       | VFW Parkway Northbound (at Right Lane) |      |      |       | VFW Parkway Southbound (at Main Line) |      |      |       | VFW Parkway Southbound (at Right Lane) |      |      |       |
|------------|---------------------------------------|------|------|-------|--|------|------|-------|---------------------------------------|------|------|-------|--|------|------|-------|
|            | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right |
| 7:00 AM    | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     |
| 7:15 AM    | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 0    | 0     | 0                                      | 0    | 0    | 0     |
| 7:30 AM    | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 0    | 0     |
| 7:45 AM    | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 1    | 0     | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     |
| 8:00 AM    | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 3    | 0     | 0                                      | 0    | 1    | 0     |
| 8:15 AM    | 0                                     | 0    | 3    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     |
| 8:30 AM    | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 3    | 0     | 0                                      | 0    | 0    | 0     |
| 8:45 AM    | 0                                     | 0    | 3    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 0    | 0     |

| Start Time | VFW Parkway Northbound (at Main Line) |      |      |       | VFW Parkway Northbound (at Right Lane) |      |      |       | VFW Parkway Southbound (at Main Line) |      |      |       | VFW Parkway Southbound (at Right Lane) |      |      |       |
|------------|---------------------------------------|------|------|-------|--|------|------|-------|---------------------------------------|------|------|-------|--|------|------|-------|
|            | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right | U-Turn                                | Left | Thru | Right | U-Turn                                 | Left | Thru | Right |
| 4:00 PM    | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 0    | 0     |
| 4:15 PM    | 0                                     | 0    | 0    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 0    | 0     |
| 4:30 PM    | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 1    | 0     |
| 4:45 PM    | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 0    | 0     |
| 5:00 PM    | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     |
| 5:15 PM    | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 1    | 0     | 0                                     | 0    | 2    | 0     | 0                                      | 0    | 0    | 0     |
| 5:30 PM    | 0                                     | 0    | 0    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     |
| 5:45 PM    | 0                                     | 0    | 1    | 0     | 0                                      | 0    | 0    | 0     | 0                                     | 0    | 0    | 0     | 0                                      | 0    | 0    | 0     |

| AM PEAK HOUR<br>8:00 AM<br>to<br>9:00 AM<br><i>PHF</i> | VFW Parkway Northbound (at Main Line) |          |          |             | VFW Parkway Northbound (at Right Lane) |          |          |             | VFW Parkway Southbound (at Main Line) |          |          |             | VFW Parkway Southbound (at Right Lane) |          |          |          |
|--|---------------------------------------|----------|----------|-------------|--|----------|----------|-------------|---------------------------------------|----------|----------|-------------|--|----------|----------|----------|
|  | U-Turn                                | Left     | Thru     | Right       | U-Turn                                 | Left     | Thru     | Right       | U-Turn                                | Left     | Thru     | Right       | U-Turn                                 | Left     | Thru     | Right    |
|  | <b>0</b>                              | <b>0</b> | <b>8</b> | <b>0</b>    | <b>0</b>                               | <b>0</b> | <b>0</b> | <b>0</b>    | <b>0</b>                              | <b>0</b> | <b>0</b> | <b>9</b>    | <b>0</b>                               | <b>0</b> | <b>0</b> | <b>1</b> |
| <b>0.67</b>  |                                       |          |          | <b>0.00</b> |  |          |          | <b>0.75</b> |                                       |          |          | <b>0.25</b> |  |          |          |          |

| PM PEAK HOUR<br>4:30 PM<br>to<br>5:30 PM<br><i>PHF</i> | VFW Parkway Northbound (at Main Line) |          |          |             | VFW Parkway Northbound (at Right Lane) |          |          |             | VFW Parkway Southbound (at Main Line) |          |          |             | VFW Parkway Southbound (at Right Lane) |          |          |          |
|--|---------------------------------------|----------|----------|-------------|--|----------|----------|-------------|---------------------------------------|----------|----------|-------------|--|----------|----------|----------|
|  | U-Turn                                | Left     | Thru     | Right       | U-Turn                                 | Left     | Thru     | Right       | U-Turn                                | Left     | Thru     | Right       | U-Turn                                 | Left     | Thru     | Right    |
|  | <b>0</b>                              | <b>0</b> | <b>6</b> | <b>0</b>    | <b>0</b>                               | <b>0</b> | <b>1</b> | <b>0</b>    | <b>0</b>                              | <b>0</b> | <b>0</b> | <b>6</b>    | <b>0</b>                               | <b>0</b> | <b>0</b> | <b>1</b> |
| <b>0.75</b>  |                                       |          |          | <b>0.25</b> |  |          |          | <b>0.75</b> |                                       |          |          | <b>0.25</b> |  |          |          |          |

Client: Alison Lunny  
 Project #: 184\_055\_HSH  
 BTM #: Location 4  
 Location: West Roxbury, MA  
 Street 1: VFW Parkway  
 Street 2: At U-Turn Junction  
 Count Date: 3/29/2018  
 Day of Week: Thursday  
 Weather: Mostly Cloudy, 55°F



**PEDESTRIANS & BICYCLES**

| Start Time | VFW Parkway Northbound (at Main Line) |      |       |     | VFW Parkway Northbound (at Right Lane) |      |       |     | VFW Parkway Southbound (at Main Line) |      |       |     | VFW Parkway Southbound (at Right Lane) |      |       |     |
|------------|---------------------------------------|------|-------|-----|--|------|-------|-----|---------------------------------------|------|-------|-----|--|------|-------|-----|
|            | Left                                  | Thru | Right | PED | Left                                   | Thru | Right | PED | Left                                  | Thru | Right | PED | Left                                   | Thru | Right | PED |
| 7:00 AM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 7:15 AM    | 0                                     | 0    | 0     | 0   | 0                                      | 1    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 7:30 AM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 7:45 AM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 8:00 AM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 8:15 AM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 8:30 AM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 8:45 AM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |

| Start Time | VFW Parkway Northbound (at Main Line) |      |       |     | VFW Parkway Northbound (at Right Lane) |      |       |     | VFW Parkway Southbound (at Main Line) |      |       |     | VFW Parkway Southbound (at Right Lane) |      |       |     |
|------------|---------------------------------------|------|-------|-----|--|------|-------|-----|---------------------------------------|------|-------|-----|--|------|-------|-----|
|            | Left                                  | Thru | Right | PED | Left                                   | Thru | Right | PED | Left                                  | Thru | Right | PED | Left                                   | Thru | Right | PED |
| 4:00 PM    | 0                                     | 0    | 0     | 1   | 0                                      | 0    | 0     | 1   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 4:15 PM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 4:30 PM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 1    | 0     | 0   |
| 4:45 PM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 5:00 PM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 5:15 PM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 5:30 PM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |
| 5:45 PM    | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |

| AM PEAK HOUR <sup>1</sup><br>8:00 AM<br>to<br>9:00 AM | VFW Parkway Northbound (at Main Line) |      |       |     | VFW Parkway Northbound (at Right Lane) |      |       |     | VFW Parkway Southbound (at Main Line) |      |       |     | VFW Parkway Southbound (at Right Lane) |      |       |     |
|---|---------------------------------------|------|-------|-----|--|------|-------|-----|---------------------------------------|------|-------|-----|--|------|-------|-----|
|   | Left                                  | Thru | Right | PED | Left                                   | Thru | Right | PED | Left                                  | Thru | Right | PED | Left                                   | Thru | Right | PED |
|   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |

| PM PEAK HOUR <sup>1</sup><br>4:45 PM<br>to<br>5:45 PM | VFW Parkway Northbound (at Main Line) |      |       |     | VFW Parkway Northbound (at Right Lane) |      |       |     | VFW Parkway Southbound (at Main Line) |      |       |     | VFW Parkway Southbound (at Right Lane) |      |       |     |
|---|---------------------------------------|------|-------|-----|--|------|-------|-----|---------------------------------------|------|-------|-----|--|------|-------|-----|
|   | Left                                  | Thru | Right | PED | Left                                   | Thru | Right | PED | Left                                  | Thru | Right | PED | Left                                   | Thru | Right | PED |
|   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   | 0                                     | 0    | 0     | 0   | 0                                      | 0    | 0     | 0   |

<sup>1</sup> Peak hours corresponds to vehicular peak hours.

MASSACHUSETTS HIGHWAY DEPARTMENT - STATEWIDE TRAFFIC DATA COLLECTION

2011 WEEKDAY SEASONAL FACTORS \*

\* Note: These are weekday factors. The average of the factors for the year will not equal 1, as weekend data are not considered

| FACTOR GROUP   | JAN  | FEB  | MAR  | APR  | MAY  | JUN  | JUL  | AUG  | SEP  | OCT  | NOV  | DEC  |
|--|------|------|------|------|------|------|------|------|------|------|------|------|
| GROUP 1 - WEST INTERSTATE                                | 0.98 | 0.93 | 0.90 | 0.89 | 0.90 | 0.88 | 0.91 | 0.90 | 0.89 | 0.89 | 0.93 | 0.95 |
| Use group 2 for R5, R6, & R0                             |      |      |      |      |      |      |      |      |      |      |      |      |
| GROUP 2 - RURAL MAJOR COLLECTOR (R-5)                    | 1.12 | 1.12 | 1.07 | 0.99 | 0.91 | 0.90 | 0.86 | 0.86 | 0.92 | 0.93 | 1.01 | 1.05 |
| GROUP 3A - RECREATIONAL **(1-4) See below                | 1.26 | 1.25 | 1.20 | 1.06 | 0.96 | 0.89 | 0.76 | 0.76 | 0.92 | 0.99 | 1.08 | 1.14 |
| GROUP 3B - RECREATIONAL *** (5) See below                | 1.22 | 1.26 | 1.22 | 1.06 | 0.96 | 0.90 | 0.72 | 0.74 | 0.97 | 1.02 | 1.14 | 1.15 |
| GROUP 4 - I-495 INTERSTATE                               | 1.02 | 1.00 | 1.00 | 0.96 | 0.92 | 0.89 | 0.85 | 0.83 | 0.93 | 0.96 | 1.01 | 1.03 |
| GROUP 5 - EAST INTERSTATE                                | 1.04 | 1.00 | 0.96 | 0.93 | 0.92 | 0.91 | 0.91 | 0.89 | 0.93 | 0.93 | 0.96 | 1.01 |
| GROUP 6: Use group 6 for U2, U3, U5, U6, U0, R2, & R3    |      |      |      |      |      |      |      |      |      |      |      |      |
| URBAN ARTERIALS, COLLECTORS & RURAL ARTERIALS (R-2, R-3) | 1.03 | 1.01 | 0.96 | 0.92 | 0.91 | 0.90 | 0.92 | 0.92 | 0.93 | 0.92 | 0.97 | 0.97 |
| GROUP 7 - I-84 PROXIMITY (STA. 17, 3921)                 | 1.24 | 1.24 | 1.15 | 1.04 | 0.99 | 1.00 | 0.93 | 0.89 | 1.05 | 1.05 | 1.05 | 1.12 |
| GROUP 8 - I-295 PROXIMITY (STA. 6590)                    | 1.00 | 0.99 | 0.95 | 0.92 | 0.94 | 0.91 | 0.93 | 0.92 | 0.95 | 0.94 | 0.97 | 0.95 |
| GROUP 9 - I-195 PROXIMITY (STA. 7)                       | 1.13 | 1.05 | 1.03 | 0.95 | 0.89 | 0.87 | 0.86 | 0.79 | 0.88 | 0.91 | 0.99 | 1.03 |

RECREATIONAL: (ALL YEARS)

\*\*GROUP 3A:

1. CAPE COD (ALL TOWNS)

2. PLYMOUTH (SOUTH OF RTE. 3A)

7014, 7079, 7080, 7090, 7091, 7092, 7093, 7094, 7095, 7096, 7097, 7108, 7178

3. MARTHA'S VINEYARD

4. NANTUCKET

\*\*\*GROUP 3B:

5. PERMANENTS 2 & 189

1066, 1067, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092,

1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104,

1105, 1106, 1107, 1108, 1113, 1114, 1116, 2196, 2197, 2198

2011 AXLE CORRECTION FACTORS

| ROAD INVENTORY<br>FUNCTIONAL CLASSIFICATION | AXLE CORRECTION<br>FACTOR |
|---|---------------------------|
| <b>RURAL</b>                                |                           |
| 1   | 0.95                      |
| 2   | 0.97                      |
| 3   | 0.98                      |
| 0,5,6                                       | 0.98                      |
| <b>URBAN</b>                                |                           |
| 1   | 0.96                      |
| 2,3   | 0.98                      |
| 5   | 0.98                      |
| 0,6   | 0.99                      |
| <b>I-84</b>                                 | <b>0.90</b>               |

ROUND OFF

0 - 999.....10  
> 1,000.....100

Apply I-84 factor to stations:

3290, 3921, 3929

**1515 VFW Parkway**  
Trip Generation Assessment

HOWARD STEIN HUDSON  
21-May-2018

| Land Use                                    | Size      | Category | Directional Split | Average Trip Rate | Unadjusted Vehicle Trips | Assumed National Vehicle Occupancy Rate <sup>1</sup> | Unadjusted Person-Trips | Transit Share <sup>3</sup> | Transit Person-Trips | Walk/Bike/Other Share <sup>3</sup> | Walk/ Bike/ Other Trips | Auto Person-Trips | Private Auto Person-Trips | Assumed Local Auto Occupancy Rate <sup>4</sup> | Total Adjusted Private Auto Trips |              |
|---|-----------|----------|-------------------|-------------------|--------------------------|--|-------------------------|----------------------------|----------------------|------------------------------------|-------------------------|-------------------|---------------------------|--|-----------------------------------|--------------|
| <b>Daily Peak Hour</b>                      |           |          |                   |                   |                          |  |                         |                            |                      |                                    |                         |                   |                           |  |                                   |              |
| Multifamily Housing (Mid Rise) <sup>5</sup> | 258 units | Total    |                   | 5.440             | 1,404                    | 1.13   | <b>1,586</b>            | 10%                        | <b>158</b>           | 5%                                 | <b>80</b>               | 85%               | <b>1,348</b>              | 1,348  | 1.13                              | <b>1,192</b> |
|   |           | In       | 50%               | 2.720             | 702                      | 1.13   | <b>793</b>              | 10%                        | <b>79</b>            | 5%                                 | <b>40</b>               | 85%               | <b>674</b>                | 674  | 1.13                              | <b>596</b>   |
|   |           | Out      | 50%               | 2.720             | 702                      | 1.13   | <b>793</b>              | 10%                        | <b>79</b>            | 5%                                 | <b>40</b>               | 85%               | <b>674</b>                | 674  | 1.13                              | <b>596</b>   |
| <b>Total</b>                                |           | Total    |                   |                   | <b>6,582</b>             |  | <b>9,254</b>            |                            | <b>926</b>           |                                    | <b>462</b>              |                   | <b>7,866</b>              | <b>7,866</b>                                   |                                   | <b>5,594</b> |
|   |           | In       |                   |                   | <b>3,291</b>             |  | <b>4,627</b>            |                            | <b>463</b>           |                                    | <b>231</b>              |                   | <b>3,933</b>              | <b>3,933</b>                                   |                                   | <b>2,797</b> |
|   |           | Out      |                   |                   | <b>3,291</b>             |  | <b>4,627</b>            |                            | <b>463</b>           |                                    | <b>231</b>              |                   | <b>3,933</b>              | <b>3,933</b>                                   |                                   | <b>2,797</b> |
| <b>AM Peak Hour</b>                         |           |          |                   |                   |                          |  |                         |                            |                      |                                    |                         |                   |                           |  |                                   |              |
| Multifamily Housing (Mid Rise) <sup>5</sup> | 258 units | Total    |                   | 0.360             | 93                       | 1.13   | <b>105</b>              |                            | <b>11</b>            |                                    | <b>5</b>                |                   | <b>89</b>                 | 89   | 1.13                              | <b>78</b>    |
|   |           | In       | 26%               | 0.094             | 24                       | 1.13   | <b>27</b>               | 10%                        | <b>3</b>             | 5%                                 | <b>1</b>                | 85%               | <b>23</b>                 | 23   | 1.13                              | <b>20</b>    |
|   |           | Out      | 74%               | 0.266             | 69                       | 1.13   | <b>78</b>               | 10%                        | <b>8</b>             | 5%                                 | <b>4</b>                | 85%               | <b>66</b>                 | 66   | 1.13                              | <b>58</b>    |
| <b>Total</b>                                |           | Total    |                   |                   | <b>446</b>               |  | <b>549</b>              |                            | <b>57</b>            |                                    | <b>27</b>               |                   | <b>465</b>                | <b>465</b>                                     |                                   | <b>378</b>   |
|   |           | In       |                   |                   | <b>311</b>               |  | <b>380</b>              |                            | <b>39</b>            |                                    | <b>19</b>               |                   | <b>322</b>                | <b>322</b>                                     |                                   | <b>264</b>   |
|   |           | Out      |                   |                   | <b>135</b>               |  | <b>169</b>              |                            | <b>18</b>            |                                    | <b>8</b>                |                   | <b>143</b>                | <b>143</b>                                     |                                   | <b>114</b>   |
| <b>PM Peak Hour</b>                         |           |          |                   |                   |                          |  |                         |                            |                      |                                    |                         |                   |                           |  |                                   |              |
| Multifamily Housing (Mid Rise) <sup>5</sup> | 258 units | Total    |                   | 0.440             | 113                      | 1.13   | <b>128</b>              |                            | <b>13</b>            |                                    | <b>7</b>                |                   | <b>108</b>                | 108  | 1.13                              | <b>95</b>    |
|   |           | In       | 61%               | 0.268             | 69                       | 1.13   | <b>78</b>               | 10%                        | <b>8</b>             | 5%                                 | <b>4</b>                | 85%               | <b>66</b>                 | 66   | 1.13                              | <b>58</b>    |
|   |           | Out      | 39%               | 0.172             | 44                       | 1.13   | <b>50</b>               | 10%                        | <b>5</b>             | 5%                                 | <b>3</b>                | 85%               | <b>42</b>                 | 42   | 1.13                              | <b>37</b>    |
| <b>Total</b>                                |           | Total    |                   |                   | <b>676</b>               |  | <b>948</b>              |                            | <b>95</b>            |                                    | <b>48</b>               |                   | <b>805</b>                | <b>805</b>                                     |                                   | <b>574</b>   |
|   |           | In       |                   |                   | <b>249</b>               |  | <b>369</b>              |                            | <b>37</b>            |                                    | <b>19</b>               |                   | <b>313</b>                | <b>313</b>                                     |                                   | <b>211</b>   |
|   |           | Out      |                   |                   | <b>427</b>               |  | <b>579</b>              |                            | <b>58</b>            |                                    | <b>29</b>               |                   | <b>492</b>                | <b>492</b>                                     |                                   | <b>363</b>   |

- 2009 National vehicle occupancy rates - 1.13:home to work; 1.84: family/personal business; 1.78: shopping; 2.2 social/recreational
- Based on ITE Trip Generation Handbook, 3rd Edition method
- Mode shares based on peak-hour BTD Data for Area 1
- Local vehicle occupancy rates based on 2009 National vehicle occupancy rates
- ITE Trip Generation Manual, 10th Edition, LUC 221 (Multifamily Housing Mid-Rise (3-10 floors)), average rate

| Lane Group              | EBL    | EBT   | EBR   | WBL   | WBT   | WBR    | NBU   | NBL   | NBT   | NBR    | SBU   | SBL   | SBT   | SBR   | Ø8 |
|-------------------------|--------|-------|-------|-------|-------|--------|-------|-------|-------|--------|-------|-------|-------|-------|----|
| Lane Configurations     | ↔      | ↔     | ↔     | ↔     | ↔     | ↔      | ↔     | ↔     | ↔     | ↔      | ↔     | ↔     | ↔     | ↔     |    |
| Traffic Volume (vph)    | 331    | 255   | 102   | 150   | 252   | 30     | 42    | 122   | 696   | 307    | 9     | 66    | 366   | 375   |    |
| Future Volume (vph)     | 331    | 255   | 102   | 150   | 252   | 30     | 42    | 122   | 696   | 307    | 9     | 66    | 366   | 375   |    |
| Ideal Flow (vphpl)      | 1900   | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  |    |
| Storage Length (ft)     | 0      | 150   | 0     | 0     | 0     | 90     | 0     | 0     | 350   | 0      | 0     | 0     | 200   | 0     |    |
| Storage Lanes           | 1      | 0     | 1     | 0     | 0     | 0      | 1     | 1     | 1     | 1      | 1     | 1     | 1     | 1     |    |
| Taper Length (ft)       | 25     | 0     | 0     | 25    | 0     | 0      | 0     | 25    | 0     | 0      | 0     | 25    | 0     | 0     |    |
| Lane Util. Factor       | 0.95   | 0.95  | 1.00  | 1.00  | 1.00  | 1.00   | 0.95  | 1.00  | 0.95  | 1.00   | 0.95  | 1.00  | 0.95  | 1.00  |    |
| Ped Bike Factor         | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  |    |
| Frt                     | 0.961  | 0.961 | 0.984 | 0.984 | 0.984 | 0.984  | 0.984 | 0.984 | 0.984 | 0.984  | 0.984 | 0.984 | 0.984 | 0.984 |    |
| Flt Protected           | 0.950  | 0.996 | 0.950 | 0.950 | 0.950 | 0.950  | 0.950 | 0.950 | 0.950 | 0.950  | 0.950 | 0.950 | 0.950 | 0.950 |    |
| Satd. Flow (prot)       | 1715   | 1713  | 0     | 1752  | 1847  | 0      | 0     | 1778  | 3574  | 1599   | 0     | 1774  | 3574  | 1615  |    |
| Flt Permitted           | 0.950  | 0.996 | 0.950 | 0.950 | 0.950 | 0.950  | 0.950 | 0.889 | 0.889 | 0.889  | 0.889 | 0.889 | 0.889 | 0.889 |    |
| Satd. Flow (perm)       | 1715   | 1713  | 0     | 1752  | 1847  | 0      | 0     | 1664  | 3574  | 1599   | 0     | 1660  | 3574  | 1615  |    |
| Right Turn on Red       |        | Yes   |       | Yes   | Yes   |        | Yes   |       | Yes   | Yes    |       | Yes   | Yes   | Yes   |    |
| Satd. Flow (RTOR)       |        | 13    |       | 5     | 5     |        | 310   |       | 310   | 310    |       | 310   | 310   | 399   |    |
| Link Speed (mph)        | 30     | 30    | 30    | 30    | 30    | 30     | 30    | 30    | 30    | 30     | 30    | 30    | 30    | 30    |    |
| Link Distance (ft)      | 365    | 365   | 365   | 484   | 484   | 484    | 484   | 484   | 982   | 982    | 982   | 982   | 982   | 982   |    |
| Travel Time (s)         | 8.3    | 8.3   | 8.3   | 11.0  | 11.0  | 11.0   | 11.0  | 11.0  | 22.3  | 22.3   | 22.3  | 22.3  | 22.3  | 22.3  |    |
| Confl. Bikes (#/hr)     | 1      | 1     | 1     | 1     | 1     | 1      | 1     | 1     | 1     | 1      | 1     | 1     | 1     | 1     |    |
| Peak Hour Factor        | 0.96   | 0.96  | 0.96  | 0.94  | 0.94  | 0.94   | 0.99  | 0.99  | 0.99  | 0.99   | 0.94  | 0.94  | 0.94  | 0.94  |    |
| Heavy Vehicles (%)      | 0%     | 0%    | 2%    | 3%    | 1%    | 3%     | 0%    | 2%    | 1%    | 1%     | 0%    | 2%    | 1%    | 0%    |    |
| Adj. Flow (vph)         | 345    | 266   | 106   | 160   | 268   | 32     | 42    | 123   | 703   | 310    | 10    | 70    | 389   | 399   |    |
| Shared Lane Traffic (%) | 10%    | 10%   | 10%   | 10%   | 10%   | 10%    | 10%   | 10%   | 10%   | 10%    | 10%   | 10%   | 10%   | 10%   |    |
| Lane Group Flow (vph)   | 310    | 407   | 0     | 160   | 300   | 0      | 0     | 165   | 703   | 310    | 0     | 80    | 389   | 399   |    |
| Turn Type               | custom | NA    | Split | NA    | NA    | custom | Prot  | NA    | Perm  | custom | Prot  | NA    | Perm  | Perm  |    |
| Protected Phases        | 4      | 4     | 3     | 3     | 3     | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     | 8     |    |
| Permitted Phases        | 4      | 4     | 3     | 3     | 3     | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     | 8     |    |
| Detector Phase          | 4      | 4     | 3     | 3     | 3     | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     | 8     |    |
| Switch Phase            |        |       |       |       |       |        |       |       |       |        |       |       |       |       |    |
| Minimum Initial (s)     | 6.0    | 6.0   | 6.0   | 6.0   | 6.0   | 1.0    | 1.0   | 14.0  | 14.0  | 3.0    | 3.0   | 14.0  | 14.0  | 5.0   |    |
| Minimum Split (s)       | 22.5   | 22.5  | 32.0  | 32.0  | 32.0  | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |    |
| Total Split (s)         | 22.5   | 22.5  | 32.0  | 32.0  | 32.0  | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |    |
| Total Split (%)         | 19.2%  | 19.2% | 27.4% | 27.4% | 27.4% | 8.1%   | 8.1%  | 19.2% | 19.2% | 8.1%   | 8.1%  | 19.2% | 19.2% | 26%   |    |
| Maximum Green (s)       | 16.0   | 16.0  | 26.0  | 26.0  | 26.0  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 26.0  |    |
| Yellow Time (s)         | 3.5    | 3.5   | 4.5   | 4.5   | 4.5   | 4.0    | 4.0   | 3.0   | 3.0   | 4.0    | 4.0   | 3.0   | 3.0   | 3.5   |    |
| All-Red Time (s)        | 3.0    | 3.0   | 1.5   | 1.5   | 1.5   | 1.0    | 1.0   | 1.0   | 1.0   | 1.0    | 1.0   | 1.0   | 1.0   | 1.0   |    |
| Lost Time Adjust (s)    | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   |    |
| Total Lost Time (s)     | 6.5    | 6.5   | 6.0   | 6.0   | 6.0   | 5.0    | 4.0   | 4.0   | 4.0   | 5.0    | 4.0   | 4.0   | 4.0   | 4.0   |    |
| Lead/Lag                | Lag    | Lag   | Lead  | Lead  | Lead  | Lead   | Lead  | Lag   | Lag   | Lead   | Lead  | Lag   | Lag   | Lag   |    |
| Lead-Lag Optimize?      | Yes    | Yes   | Yes   | Yes   | Yes   | Yes    | Yes   | Yes   | Yes   | Yes    | Yes   | Yes   | Yes   | Yes   |    |
| Vehicle Extension (s)   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0   |    |
| Recall Mode             | None   | None  | None  | None  | None  | None   | None  | Min   | Min   | None   | None  | Min   | Min   | None  |    |
| Walk Time (s)           | 6.0    | 6.0   | 6.0   | 6.0   | 6.0   | 6.0    | 6.0   | 6.0   | 6.0   | 6.0    | 6.0   | 6.0   | 6.0   | 6.0   |    |
| Flash Dont Walk (s)     | 20.0   | 20.0  | 20.0  | 20.0  | 20.0  | 12.0   | 12.0  | 12.0  | 12.0  | 12.0   | 12.0  | 12.0  | 12.0  | 20.0  |    |
| Pedestrian Calls (#/hr) | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Act Effct Green (s)     | 16.1   | 16.1  | 18.2  | 18.2  | 18.2  | 4.5    | 18.6  | 18.6  | 18.6  | 4.5    | 18.6  | 18.6  | 18.6  | 18.6  |    |
| Actuated g/C Ratio      | 0.20   | 0.20  | 0.23  | 0.23  | 0.23  | 0.06   | 0.24  | 0.24  | 0.24  | 0.06   | 0.24  | 0.24  | 0.24  | 0.24  |    |
| v/c Ratio               | 0.89   | 1.14  | 0.40  | 0.70  | 0.70  | 1.74   | 0.84  | 0.51  | 0.51  | 0.85   | 0.46  | 0.58  | 0.58  | 0.58  |    |
| Control Delay           | 61.1   | 121.5 | 28.3  | 36.4  | 36.4  | 402.4  | 40.2  | 6.8   | 6.8   | 100.5  | 28.9  | 7.1   | 7.1   | 7.1   |    |
| Queue Delay             | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   |    |
| Total Delay             | 61.1   | 121.5 | 28.3  | 36.4  | 36.4  | 402.4  | 40.2  | 6.8   | 6.8   | 100.5  | 28.9  | 7.1   | 7.1   | 7.1   |    |
| LOS                     | E      | F     | C     | D     | D     | F      | D     | A     | A     | F      | C     | A     | A     | A     |    |
| Approach Delay          | 95.3   | 95.3  | 33.6  | 33.6  | 33.6  | 82.2   | 82.2  | 25.5  | 25.5  | 25.5   | 25.5  | 25.5  | 25.5  | 25.5  |    |
| Approach LOS            | F      | F     | C     | C     | C     | F      | F     | C     | C     | C      | C     | C     | C     | C     |    |
| 90th %ile Green (s)     | 16.0   | 16.0  | 25.9  | 25.9  | 25.9  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 90th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 70th %ile Green (s)     | 16.0   | 16.0  | 21.1  | 21.1  | 21.1  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 70th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 50th %ile Green (s)     | 16.0   | 16.0  | 17.6  | 17.6  | 17.6  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 50th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 30th %ile Green (s)     | 16.0   | 16.0  | 15.3  | 15.3  | 15.3  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 30th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 10th %ile Green (s)     | 16.0   | 16.0  | 12.1  | 12.1  | 12.1  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 10th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| Queue Length 50th (ft)  | 155    | -241  | 67    | 133   | 133   | -121   | 171   | 0     | 0     | 39     | 85    | 0     | 0     | 0     |    |
| Queue Length 95th (ft)  | #347   | #475  | 118   | 213   | 213   | #261   | #304  | 64    | 64    | #131   | 143   | 73    | 73    | 73    |    |
| Internal Link Dist (ft) |        | 285   |       | 404   | 404   |        | 902   |       | 902   |        | 318   |       | 318   |       |    |
| Turn Bay Length (ft)    |        |       |       |       |       |        |       |       | 350   |        |       |       |       | 200   |    |
| Base Capacity (vph)     | 349    | 358   | 579   | 614   | 614   | 95     | 841   | 613   | 613   | 94     | 841   | 685   | 685   | 685   |    |
| Starvation Cap Reductn  | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Spillback Cap Reductn   | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Storage Cap Reductn     | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Reduced v/c Ratio       | 0.89   | 1.14  | 0.28  | 0.49  | 0.49  | 1.74   | 0.84  | 0.51  | 0.51  | 0.85   | 0.46  | 0.58  | 0.58  | 0.58  |    |

Intersection Summary

Area Type: Other  
 Cycle Length: 117  
 Actuated Cycle Length: 78.9  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.74  
 Intersection Signal Delay: 62.9  
 Intersection LOS: E  
 Intersection Capacity Utilization 75.4%  
 ICU Level of Service: D  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 86.4  
 70th %ile Actuated Cycle: 81.6  
 50th %ile Actuated Cycle: 78.1  
 30th %ile Actuated Cycle: 75.8  
 10th %ile Actuated Cycle: 72.6  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: VFW Parkway & Bridge Street/Spring Street

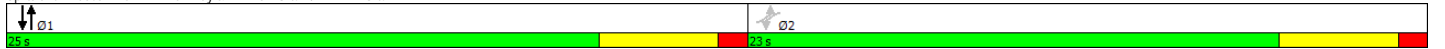


| Lane Group              | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|------|------|-------|------|------|------|-------|------|------|-------|------|
| Lane Configurations     |       |      |      |       |      |      |      |       |      |      |       |      |
| Traffic Volume (vph)    | 111   | 0    | 0    | 10    | 0    | 0    | 0    | 1005  | 0    | 0    | 617   | 0    |
| Future Volume (vph)     | 111   | 0    | 0    | 10    | 0    | 0    | 0    | 1005  | 0    | 0    | 617   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 |
| Frt                     |       |      |      |       |      |      |      |       |      |      |       |      |
| Flt Protected           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (prot)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3539  | 0    |
| Flt Permitted           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (perm)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3539  | 0    |
| Right Turn on Red       |       |      | Yes  |       |      | Yes  |      |       | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |       |      |      |       |      |      |      |       |      |      |       |      |
| Link Speed (mph)        |       | 30   |      |       | 30   |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |       | 99   |      |       | 92   |      |      | 864   |      |      | 314   |      |
| Travel Time (s)         |       | 2.3  |      |       | 2.1  |      |      | 19.6  |      |      | 7.1   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.98  | 0.98 | 0.98 | 0.90 | 0.90  | 0.90 | 0.98 | 0.98  | 0.98 |
| Heavy Vehicles (%)      | 2%    | 2%   | 2%   | 0%    | 0%   | 0%   | 2%   | 1%    | 2%   | 2%   | 2%    | 2%   |
| Adj. Flow (vph)         | 121   | 0    | 0    | 10    | 0    | 0    | 0    | 1117  | 0    | 0    | 630   | 0    |
| Shared Lane Traffic (%) |       |      |      |       |      |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 121   | 0    | 0    | 10    | 0    | 0    | 0    | 1117  | 0    | 0    | 630   | 0    |
| Turn Type               | Perm  |      |      | Perm  |      |      |      | NA    |      |      | NA    |      |
| Protected Phases        |       |      |      |       |      |      |      | 1     |      |      | 1     |      |
| Permitted Phases        | 2     |      |      | 2     |      |      |      |       |      |      |       |      |
| Detector Phase          | 2     |      |      | 2     |      |      |      | 1     |      |      | 1     |      |
| Switch Phase            |       |      |      |       |      |      |      |       |      |      |       |      |
| Minimum Initial (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Minimum Split (s)       | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (s)         | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (%)         | 47.9% |      |      | 47.9% |      |      |      | 52.1% |      |      | 52.1% |      |
| Maximum Green (s)       | 18.0  |      |      | 18.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Yellow Time (s)         | 4.0   |      |      | 4.0   |      |      |      | 4.0   |      |      | 4.0   |      |
| All-Red Time (s)        | 1.0   |      |      | 1.0   |      |      |      | 1.0   |      |      | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Lost Time (s)     | 5.0   |      |      | 5.0   |      |      |      | 5.0   |      |      | 5.0   |      |
| Lead/Lag                | Lag   |      |      | Lag   |      |      |      | Lead  |      |      | Lead  |      |
| Lead-Lag Optimize?      | Yes   |      |      | Yes   |      |      |      | Yes   |      |      | Yes   |      |
| Vehicle Extension (s)   | 3.0   |      |      | 3.0   |      |      |      | 3.0   |      |      | 3.0   |      |
| Recall Mode             | Min   |      |      | Min   |      |      |      | Min   |      |      | Min   |      |
| Act Effct Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Actuated g/C Ratio      | 0.33  |      |      | 0.33  |      |      |      | 0.44  |      |      | 0.44  |      |
| v/c Ratio               | 0.21  |      |      | 0.02  |      |      |      | 0.70  |      |      | 0.40  |      |
| Control Delay           | 11.9  |      |      | 10.2  |      |      |      | 13.1  |      |      | 9.4   |      |
| Queue Delay             | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Delay             | 11.9  |      |      | 10.2  |      |      |      | 13.1  |      |      | 9.4   |      |
| LOS                     | B     |      |      | B     |      |      |      | B     |      |      | A     |      |
| Approach Delay          |       | 11.9 |      |       | 10.2 |      |      | 13.1  |      |      | 9.4   |      |
| Approach LOS            |       | B    |      |       | B    |      |      | B     |      |      | A     |      |
| 90th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 90th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 70th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 70th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 50th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 50th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 30th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 30th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 10th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 10th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| Queue Length 50th (ft)  | 22    |      |      | 2     |      |      |      | 112   |      |      | 53    |      |
| Queue Length 95th (ft)  | 50    |      |      | 9     |      |      |      | 169   |      |      | 84    |      |
| Internal Link Dist (ft) |       | 19   |      |       | 12   |      |      | 784   |      |      | 234   |      |
| Turn Bay Length (ft)    |       |      |      |       |      |      |      |       |      |      |       |      |
| Base Capacity (vph)     | 708   |      |      | 722   |      |      |      | 1588  |      |      | 1572  |      |
| Starvation Cap Reductn  | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Spillback Cap Reductn   | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Storage Cap Reductn     | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Reduced v/c Ratio       | 0.17  |      |      | 0.01  |      |      |      | 0.70  |      |      | 0.40  |      |

Intersection Summary

Area Type: Other  
 Cycle Length: 48  
 Actuated Cycle Length: 45  
 Natural Cycle: 50  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 11.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 41.0%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 45  
 70th %ile Actuated Cycle: 45  
 50th %ile Actuated Cycle: 45  
 30th %ile Actuated Cycle: 45  
 10th %ile Actuated Cycle: 45

Splits and Phases: 6: VFW Parkway & VFW SB U-turn/VFW NB U-turn





| Movement                          | EBL  | EBR  | NBL   | NBT                  | SBT  | SBR  |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations               |      | ↗    |       | ↕                    | ↕    | ↘    |
| Traffic Volume (veh/h)            | 0    | 9    | 0     | 1176                 | 660  | 10   |
| Future Volume (Veh/h)             | 0    | 9    | 0     | 1176                 | 660  | 10   |
| Sign Control                      | Stop |      |       | Free                 | Free |      |
| Grade                             | 0%   |      |       | 0%                   | 0%   |      |
| Peak Hour Factor                  | 0.92 | 0.75 | 0.99  | 0.99                 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0    | 12   | 0     | 1188                 | 680  | 10   |
| Pedestrians                       |      |      |       |                      |      |      |
| Lane Width (ft)                   |      |      |       |                      |      |      |
| Walking Speed (ft/s)              |      |      |       |                      |      |      |
| Percent Blockage                  |      |      |       |                      |      |      |
| Right turn flare (veh)            |      |      |       |                      |      |      |
| Median type                       |      |      |       | None                 | None |      |
| Median storage (veh)              |      |      |       |                      |      |      |
| Upstream signal (ft)              |      |      |       |                      | 982  |      |
| pX, platoon unblocked             | 0.95 | 0.95 | 0.95  |                      |      |      |
| vC, conflicting volume            | 1279 | 345  | 690   |                      |      |      |
| vC1, stage 1 conf vol             |      |      |       |                      |      |      |
| vC2, stage 2 conf vol             |      |      |       |                      |      |      |
| vCu, unblocked vol                | 1195 | 215  | 577   |                      |      |      |
| tC, single (s)                    | 6.8  | 6.9  | 4.1   |                      |      |      |
| tC, 2 stage (s)                   |      |      |       |                      |      |      |
| tF (s)                            | 3.5  | 3.3  | 2.2   |                      |      |      |
| pD queue free %                   | 100  | 98   | 100   |                      |      |      |
| cM capacity (veh/h)               | 174  | 758  | 959   |                      |      |      |
| Direction, Lane #                 | EB 1 | NB 1 | NB 2  | SB 1                 | SB 2 |      |
| Volume Total                      | 12   | 594  | 594   | 453                  | 237  |      |
| Volume Left                       | 0    | 0    | 0     | 0                    | 0    |      |
| Volume Right                      | 12   | 0    | 0     | 0                    | 10   |      |
| cSH                               | 758  | 1700 | 1700  | 1700                 | 1700 |      |
| Volume to Capacity                | 0.02 | 0.35 | 0.35  | 0.27                 | 0.14 |      |
| Queue Length 95th (ft)            | 1    | 0    | 0     | 0                    | 0    |      |
| Control Delay (s)                 | 9.8  | 0.0  | 0.0   | 0.0                  | 0.0  |      |
| Lane LOS                          | A    |      |       |                      |      |      |
| Approach Delay (s)                | 9.8  | 0.0  |       | 0.0                  |      |      |
| Approach LOS                      | A    |      |       |                      |      |      |
| Intersection Summary              |      |      |       |                      |      |      |
| Average Delay                     |      |      | 0.1   |                      |      |      |
| Intersection Capacity Utilization |      |      | 35.8% | ICU Level of Service | A    |      |
| Analysis Period (min)             |      |      | 15    |                      |      |      |

| Movement                          | EBL   | EBR  | NBL   | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|------|-------|----------------------|------|------|
| Lane Configurations               |       | ↗    |       | ↑↑                   | ↑↘   |      |
| Traffic Volume (veh/h)            | 0     | 6    | 0     | 1176                 | 669  | 0    |
| Future Volume (Veh/h)             | 0     | 6    | 0     | 1176                 | 669  | 0    |
| Sign Control                      | Yield |      |       | Free                 | Free |      |
| Grade                             | 0%    |      |       | 0%                   | 0%   |      |
| Peak Hour Factor                  | 0.50  | 0.50 | 0.97  | 0.97                 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 12   | 0     | 1212                 | 690  | 0    |
| Pedestrians                       |       |      |       |                      |      |      |
| Lane Width (ft)                   |       |      |       |                      |      |      |
| Walking Speed (ft/s)              |       |      |       |                      |      |      |
| Percent Blockage                  |       |      |       |                      |      |      |
| Right turn flare (veh)            |       |      |       |                      |      |      |
| Median type                       |       |      | None  | None                 |      |      |
| Median storage (veh)              |       |      |       |                      |      |      |
| Upstream signal (ft)              |       |      |       |                      |      |      |
| pX, platoon unblocked             |       |      |       |                      |      |      |
| vC, conflicting volume            | 1296  | 345  | 690   |                      |      |      |
| vC1, stage 1 conf vol             |       |      |       |                      |      |      |
| vC2, stage 2 conf vol             |       |      |       |                      |      |      |
| vCu, unblocked vol                | 1296  | 345  | 690   |                      |      |      |
| tC, single (s)                    | 6.8   | 6.9  | 4.1   |                      |      |      |
| tC, 2 stage (s)                   |       |      |       |                      |      |      |
| tF (s)                            | 3.5   | 3.3  | 2.2   |                      |      |      |
| pD queue free %                   | 100   | 98   | 100   |                      |      |      |
| cM capacity (veh/h)               | 156   | 657  | 914   |                      |      |      |
| Direction, Lane #                 | EB 1  | NB 1 | NB 2  | SB 1                 | SB 2 |      |
| Volume Total                      | 12    | 606  | 606   | 460                  | 230  |      |
| Volume Left                       | 0     | 0    | 0     | 0                    | 0    |      |
| Volume Right                      | 12    | 0    | 0     | 0                    | 0    |      |
| cSH                               | 657   | 1700 | 1700  | 1700                 | 1700 |      |
| Volume to Capacity                | 0.02  | 0.36 | 0.36  | 0.27                 | 0.14 |      |
| Queue Length 95th (ft)            | 1     | 0    | 0     | 0                    | 0    |      |
| Control Delay (s)                 | 10.6  | 0.0  | 0.0   | 0.0                  | 0.0  |      |
| Lane LOS                          | B     |      |       |                      |      |      |
| Approach Delay (s)                | 10.6  | 0.0  |       | 0.0                  |      |      |
| Approach LOS                      | B     |      |       |                      |      |      |
| Intersection Summary              |       |      |       |                      |      |      |
| Average Delay                     |       |      | 0.1   |                      |      |      |
| Intersection Capacity Utilization |       |      | 35.8% | ICU Level of Service | A    |      |
| Analysis Period (min)             |       |      | 15    |                      |      |      |

| Lane Group              | EBL    | EBT   | EBR  | WBL   | WBT   | WBR  | NBU    | NBL   | NBT   | NBR   | SBU    | SBL   | SBT   | SBR   | Ø8    |
|-------------------------|--------|-------|------|-------|-------|------|--------|-------|-------|-------|--------|-------|-------|-------|-------|
| Lane Configurations     | ↖      | ↗     | ↘    | ↖     | ↗     | ↘    | ↖      | ↗     | ↘     | ↖     | ↗      | ↘     | ↖     | ↗     | ↘     |
| Traffic Volume (vph)    | 247    | 264   | 40   | 263   | 322   | 41   | 75     | 153   | 474   | 299   | 50     | 177   | 580   | 324   |       |
| Future Volume (vph)     | 247    | 264   | 40   | 263   | 322   | 41   | 75     | 153   | 474   | 299   | 50     | 177   | 580   | 324   |       |
| Ideal Flow (vphpl)      | 1900   | 1900  | 1900 | 1900  | 1900  | 1900 | 1900   | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  |       |
| Storage Length (ft)     | 0      |       | 150  | 0     |       | 90   |        | 0     |       | 350   |        | 0     |       | 200   |       |
| Storage Lanes           | 1      |       | 0    | 1     |       | 0    |        | 1     |       | 1     |        | 1     |       | 1     |       |
| Taper Length (ft)       | 25     |       |      | 25    |       |      |        | 25    |       |       |        | 25    |       |       |       |
| Lane Util. Factor       | 0.95   | 0.95  | 1.00 | 1.00  | 1.00  | 1.00 | 0.95   | 1.00  | 0.95  | 1.00  | 0.95   | 1.00  | 0.95  | 1.00  |       |
| Ped Bike Factor         |        | 1.00  |      |       |       |      |        |       |       |       |        |       |       |       |       |
| Frt                     |        | 0.982 |      |       | 0.983 |      |        |       |       | 0.850 |        |       |       |       | 0.850 |
| Flt Protected           | 0.950  | 0.996 |      | 0.950 |       |      |        | 0.950 |       |       |        | 0.950 |       |       |       |
| Satd. Flow (prot)       | 1715   | 1756  | 0    | 1805  | 1868  | 0    | 0      | 1793  | 3610  | 1615  | 0      | 1791  | 3610  | 1599  |       |
| Flt Permitted           | 0.950  | 0.996 |      | 0.950 |       |      |        | 0.889 |       |       |        | 0.889 |       |       |       |
| Satd. Flow (perm)       | 1715   | 1756  | 0    | 1805  | 1868  | 0    | 0      | 1678  | 3610  | 1615  | 0      | 1676  | 3610  | 1599  |       |
| Right Turn on Red       |        |       | Yes  |       |       | Yes  |        |       |       | Yes   |        |       |       | Yes   |       |
| Satd. Flow (RTOR)       |        | 5     |      |       | 5     |      |        |       |       | 308   |        |       |       | 338   |       |
| Link Speed (mph)        |        | 30    |      |       | 30    |      |        |       | 30    |       |        |       | 30    |       |       |
| Link Distance (ft)      |        | 365   |      |       | 484   |      |        |       | 982   |       |        |       | 398   |       |       |
| Travel Time (s)         |        | 8.3   |      |       | 11.0  |      |        |       | 22.3  |       |        |       | 9.0   |       |       |
| Confl. Bikes (#/hr)     |        |       | 1    |       |       |      |        |       |       |       |        |       |       |       |       |
| Peak Hour Factor        | 0.95   | 0.95  | 0.95 | 0.95  | 0.95  | 0.95 | 0.97   | 0.97  | 0.97  | 0.97  | 0.96   | 0.96  | 0.96  | 0.96  |       |
| Heavy Vehicles (%)      | 0%     | 0%    | 3%   | 0%    | 0%    | 0%   | 0%     | 1%    | 0%    | 0%    | 0%     | 1%    | 0%    | 1%    |       |
| Adj. Flow (vph)         | 260    | 278   | 42   | 277   | 339   | 43   | 77     | 158   | 489   | 308   | 52     | 184   | 604   | 338   |       |
| Shared Lane Traffic (%) | 10%    |       |      |       |       |      |        |       |       |       |        |       |       |       |       |
| Lane Group Flow (vph)   | 234    | 346   | 0    | 277   | 382   | 0    | 0      | 235   | 489   | 308   | 0      | 236   | 604   | 338   |       |
| Turn Type               | custom | NA    |      | Split | NA    |      | custom | Prot  | NA    | Perm  | custom | Prot  | NA    | Perm  |       |
| Protected Phases        | 4      | 4     |      | 3     | 3     |      |        | 1     | 6     |       |        | 5     | 2     |       | 8     |
| Permitted Phases        | 4      |       |      |       |       |      |        |       | 6     | 5     |        |       |       | 2     |       |
| Detector Phase          | 4      | 4     |      | 3     | 3     |      | 1      | 1     | 6     | 5     |        | 5     | 2     | 2     |       |
| Switch Phase            |        |       |      |       |       |      |        |       |       |       |        |       |       |       |       |
| Minimum Initial (s)     | 6.0    | 6.0   |      | 6.0   | 6.0   |      | 1.0    | 1.0   | 14.0  | 14.0  | 3.0    | 3.0   | 14.0  | 14.0  | 5.0   |
| Minimum Split (s)       | 22.5   | 22.5  |      | 32.0  | 32.0  |      | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |
| Total Split (s)         | 22.5   | 22.5  |      | 32.0  | 32.0  |      | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |
| Total Split (%)         | 19.2%  | 19.2% |      | 27.4% | 27.4% |      | 8.1%   | 8.1%  | 19.2% | 19.2% | 8.1%   | 8.1%  | 19.2% | 19.2% | 26%   |
| Maximum Green (s)       | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 26.0  |
| Yellow Time (s)         | 3.5    | 3.5   |      | 4.5   | 4.5   |      | 4.0    | 4.0   | 3.0   | 3.0   | 4.0    | 4.0   | 3.0   | 3.0   | 3.5   |
| All-Red Time (s)        | 3.0    | 3.0   |      | 1.5   | 1.5   |      | 1.0    | 1.0   | 1.0   | 1.0   | 1.0    | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s)    | 0.0    | 0.0   |      | 0.0   | 0.0   |      | 0.0    | 0.0   | 0.0   | 0.0   |        | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)     | 6.5    | 6.5   |      | 6.0   | 6.0   |      | 5.0    | 4.0   | 4.0   |       |        | 5.0   | 4.0   | 4.0   |       |
| Lead/Lag                | Lag    | Lag   |      | Lead  | Lead  |      | Lead   | Lead  | Lag   | Lag   |        | Lead  | Lag   | Lag   |       |
| Lead-Lag Optimize?      | Yes    | Yes   |      | Yes   | Yes   |      | Yes    | Yes   | Yes   | Yes   |        | Yes   | Yes   | Yes   |       |
| Vehicle Extension (s)   | 3.0    | 3.0   |      | 3.0   | 3.0   |      | 3.0    | 3.0   | 3.0   | 3.0   |        | 3.0   | 3.0   | 3.0   | 3.0   |
| Recall Mode             | None   | None  |      | None  | None  |      | None   | None  | Min   | Min   |        | None  | None  | Min   | None  |
| Walk Time (s)           |        |       |      | 6.0   | 6.0   |      |        |       | 6.0   | 6.0   |        |       | 6.0   | 6.0   | 6.0   |
| Flash Dont Walk (s)     |        |       |      | 20.0  | 20.0  |      |        |       | 12.0  | 12.0  |        |       | 12.0  | 12.0  | 20.0  |
| Pedestrian Calls (#/hr) |        |       |      | 0     | 0     |      |        |       | 0     | 0     |        |       | 0     | 0     | 0     |
| Act Effct Green (s)     | 16.0   | 16.0  |      | 23.6  | 23.6  |      |        | 4.5   | 18.5  | 18.5  |        | 4.5   | 18.5  | 18.5  |       |
| Actuated g/C Ratio      | 0.19   | 0.19  |      | 0.28  | 0.28  |      |        | 0.05  | 0.22  | 0.22  |        | 0.05  | 0.22  | 0.22  |       |
| v/c Ratio               | 0.72   | 1.02  |      | 0.55  | 0.73  |      |        | 2.64  | 0.62  | 0.52  |        | 2.65  | 0.76  | 0.55  |       |
| Control Delay           | 46.8   | 91.9  |      | 30.2  | 35.8  |      |        | 783.9 | 34.0  | 7.1   |        | 788.8 | 38.5  | 7.3   |       |
| Queue Delay             | 0.0    | 0.0   |      | 0.0   | 0.0   |      |        | 0.0   | 0.0   | 0.0   |        | 0.0   | 0.0   | 0.0   |       |
| Total Delay             | 46.8   | 91.9  |      | 30.2  | 35.8  |      |        | 783.9 | 34.0  | 7.1   |        | 788.8 | 38.5  | 7.3   |       |
| LOS                     | D      | F     |      | C     | D     |      |        | F     | C     | A     |        | F     | D     | A     |       |
| Approach Delay          |        | 73.7  |      |       | 33.5  |      |        |       | 196.7 |       |        |       | 179.9 |       |       |
| Approach LOS            |        | E     |      |       | C     |      |        |       | F     |       |        |       | F     |       |       |
| 90th %ile Green (s)     | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 90th %ile Term Code     | Max    | Max   |      | Max   | Max   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |
| 70th %ile Green (s)     | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 70th %ile Term Code     | Max    | Max   |      | Max   | Max   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |
| 50th %ile Green (s)     | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 50th %ile Term Code     | Max    | Max   |      | Max   | Max   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |
| 30th %ile Green (s)     | 16.0   | 16.0  |      | 22.7  | 22.7  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 30th %ile Term Code     | Max    | Max   |      | Gap   | Gap   |      | Max    | Max   | Hold  | Hold  | Max    | Max   | Max   | Max   | Skip  |
| 10th %ile Green (s)     | 16.0   | 16.0  |      | 17.7  | 17.7  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 10th %ile Term Code     | Max    | Max   |      | Gap   | Gap   |      | Max    | Max   | Hold  | Hold  | Max    | Max   | Max   | Max   | Skip  |
| Queue Length 50th (ft)  | 127    | -216  |      | 124   | 179   |      |        | -219  | 128   | 0     |        | -221  | 164   | 0     |       |
| Queue Length 95th (ft)  | #237   | #393  |      | 200   | 277   |      |        | #360  | 180   | 65    |        | #362  | #227  | 67    |       |
| Internal Link Dist (ft) |        | 285   |      |       | 404   |      |        |       | 902   |       |        |       | 318   |       |       |
| Turn Bay Length (ft)    |        |       |      |       |       |      |        |       |       | 350   |        |       |       | 200   |       |
| Base Capacity (vph)     | 326    | 338   |      | 558   | 581   |      |        | 89    | 794   | 595   |        | 89    | 794   | 615   |       |
| Starvation Cap Reductn  | 0      | 0     |      | 0     | 0     |      |        | 0     | 0     | 0     |        | 0     | 0     | 0     |       |
| Spillback Cap Reductn   | 0      | 0     |      | 0     | 0     |      |        | 0     | 0     | 0     |        | 0     | 0     | 0     |       |
| Storage Cap Reductn     | 0      | 0     |      | 0     | 0     |      |        | 0     | 0     | 0     |        | 0     | 0     | 0     |       |
| Reduced v/c Ratio       | 0.72   | 1.02  |      | 0.50  | 0.66  |      |        | 2.64  | 0.62  | 0.52  |        | 2.65  | 0.76  | 0.55  |       |

Intersection Summary

|   |                        |
|---|------------------------|
| Area Type:  | Other                  |
| Cycle Length:   | 117                    |
| Actuated Cycle Length:  | 84.2                   |
| Natural Cycle:  | 120                    |
| Control Type:   | Actuated-Uncoordinated |
| Maximum v/c Ratio:  | 2.65                   |
| Intersection Signal Delay:                                      | 139.1                  |
| Intersection LOS:   | F                      |
| Intersection Capacity Utilization:                              | 80.6%                  |
| ICU Level of Service:   | D                      |
| Analysis Period (min):  | 15                     |
| 90th %ile Actuated Cycle:                                       | 86.5                   |
| 70th %ile Actuated Cycle:                                       | 86.5                   |
| 50th %ile Actuated Cycle:                                       | 86.5                   |
| 30th %ile Actuated Cycle:                                       | 83.2                   |
| 10th %ile Actuated Cycle:                                       | 78.2                   |
| - Volume exceeds capacity, queue is theoretically infinite.     |                        |
| - Queue shown is maximum after two cycles.                      |                        |
| # 95th percentile volume exceeds capacity, queue may be longer. |                        |
| - Queue shown is maximum after two cycles.                      |                        |

Splits and Phases: 1: VFW Parkway & Bridge Street/Spring Street



| Lane Group              | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|------|------|-------|------|------|------|-------|------|------|-------|------|
| Lane Configurations     |       |      |      |       |      |      |      |       |      |      |       |      |
| Traffic Volume (vph)    | 147   | 0    | 0    | 22    | 0    | 0    | 0    | 724   | 0    | 0    | 798   | 0    |
| Future Volume (vph)     | 147   | 0    | 0    | 22    | 0    | 0    | 0    | 724   | 0    | 0    | 798   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 |
| Fit                     |       |      |      |       |      |      |      |       |      |      |       |      |
| Fit Protected           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (prot)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3574  | 0    |
| Fit Permitted           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (perm)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3574  | 0    |
| Right Turn on Red       |       |      | Yes  |       |      | Yes  |      |       | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |       |      |      |       |      |      |      |       |      |      |       |      |
| Link Speed (mph)        |       | 30   |      |       | 30   |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |       | 89   |      |       | 80   |      |      | 864   |      |      | 314   |      |
| Travel Time (s)         |       | 2.0  |      |       | 1.8  |      |      | 19.6  |      |      | 7.1   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.97  | 0.97 | 0.97 | 0.98 | 0.98  | 0.98 | 0.97 | 0.97  | 0.97 |
| Heavy Vehicles (%)      | 2%    | 2%   | 2%   | 0%    | 0%   | 0%   | 0%   | 1%    | 0%   | 0%   | 1%    | 0%   |
| Adj. Flow (vph)         | 160   | 0    | 0    | 23    | 0    | 0    | 0    | 739   | 0    | 0    | 823   | 0    |
| Shared Lane Traffic (%) |       |      |      |       |      |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 160   | 0    | 0    | 23    | 0    | 0    | 0    | 739   | 0    | 0    | 823   | 0    |
| Turn Type               | Perm  |      |      | Perm  |      |      |      | NA    |      |      | NA    |      |
| Protected Phases        |       |      |      |       |      |      |      | 1     |      |      | 1     |      |
| Permitted Phases        | 2     |      |      | 2     |      |      |      |       |      |      |       |      |
| Detector Phase          | 2     |      |      | 2     |      |      |      | 1     |      |      | 1     |      |
| Switch Phase            |       |      |      |       |      |      |      |       |      |      |       |      |
| Minimum Initial (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Minimum Split (s)       | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (s)         | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (%)         | 47.9% |      |      | 47.9% |      |      |      | 52.1% |      |      | 52.1% |      |
| Maximum Green (s)       | 18.0  |      |      | 18.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Yellow Time (s)         | 4.0   |      |      | 4.0   |      |      |      | 4.0   |      |      | 4.0   |      |
| All-Red Time (s)        | 1.0   |      |      | 1.0   |      |      |      | 1.0   |      |      | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Lost Time (s)     | 5.0   |      |      | 5.0   |      |      |      | 5.0   |      |      | 5.0   |      |
| Lead/Lag                | Lag   |      |      | Lag   |      |      |      | Lead  |      |      | Lead  |      |
| Lead-Lag Optimize?      | Yes   |      |      | Yes   |      |      |      | Yes   |      |      | Yes   |      |
| Vehicle Extension (s)   | 3.0   |      |      | 3.0   |      |      |      | 3.0   |      |      | 3.0   |      |
| Recall Mode             | Min   |      |      | Min   |      |      |      | Min   |      |      | Min   |      |
| Act Effct Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Actuated g/C Ratio      | 0.33  |      |      | 0.33  |      |      |      | 0.44  |      |      | 0.44  |      |
| v/c Ratio               | 0.27  |      |      | 0.04  |      |      |      | 0.47  |      |      | 0.52  |      |
| Control Delay           | 12.6  |      |      | 10.5  |      |      |      | 10.0  |      |      | 10.5  |      |
| Queue Delay             | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Delay             | 12.6  |      |      | 10.5  |      |      |      | 10.0  |      |      | 10.5  |      |
| LOS                     | B     |      |      | B     |      |      |      | A     |      |      | B     |      |
| Approach Delay          |       | 12.6 |      |       | 10.5 |      |      | 10.0  |      |      | 10.5  |      |
| Approach LOS            |       | B    |      |       | B    |      |      | A     |      |      | B     |      |
| 90th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 90th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 70th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 70th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 50th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 50th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 30th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 30th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 10th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 10th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| Queue Length 50th (ft)  | 29    |      |      | 4     |      |      |      | 64    |      |      | 74    |      |
| Queue Length 95th (ft)  | 63    |      |      | 15    |      |      |      | 100   |      |      | 113   |      |
| Internal Link Dist (ft) |       | 9    |      |       | 1    |      |      | 784   |      |      | 234   |      |
| Turn Bay Length (ft)    |       |      |      |       |      |      |      |       |      |      |       |      |
| Base Capacity (vph)     | 708   |      |      | 722   |      |      |      | 1588  |      |      | 1588  |      |
| Starvation Cap Reductn  | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Spillback Cap Reductn   | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Storage Cap Reductn     | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Reduced v/c Ratio       | 0.23  |      |      | 0.03  |      |      |      | 0.47  |      |      | 0.52  |      |

Intersection Summary

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 45

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 10.5

Intersection LOS: B

Intersection Capacity Utilization 37.2%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 45

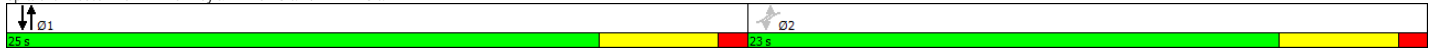
70th %ile Actuated Cycle: 45

50th %ile Actuated Cycle: 45

30th %ile Actuated Cycle: 45

10th %ile Actuated Cycle: 45

Splits and Phases: 6: VFW Parkway & VFW SB U-turn/VFW NB U-turn



| Movement                          | EBL   | EBR  | NBL                  | NBT  | SBT  | SBR  |
|-----------------------------------|-------|------|----------------------|------|------|------|
| Lane Configurations               |       | ↗    |                      | ↑↑   | ↑↘   |      |
| Traffic Volume (veh/h)            | 0     | 2    | 0                    | 1013 | 957  | 16   |
| Future Volume (Veh/h)             | 0     | 2    | 0                    | 1013 | 957  | 16   |
| Sign Control                      | Stop  |      |                      | Free | Free |      |
| Grade                             | 0%    |      |                      | 0%   | 0%   |      |
| Peak Hour Factor                  | 0.50  | 0.50 | 0.98                 | 0.98 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 4    | 0                    | 1034 | 987  | 16   |
| Pedestrians                       |       |      |                      |      |      |      |
| Lane Width (ft)                   |       |      |                      |      |      |      |
| Walking Speed (ft/s)              |       |      |                      |      |      |      |
| Percent Blockage                  |       |      |                      |      |      |      |
| Right turn flare (veh)            |       |      |                      |      |      |      |
| Median type                       |       |      |                      | None | None |      |
| Median storage (veh)              |       |      |                      |      |      |      |
| Upstream signal (ft)              |       |      |                      |      | 982  |      |
| pX, platoon unblocked             | 0.86  | 0.86 | 0.86                 |      |      |      |
| vC, conflicting volume            | 1512  | 502  | 1003                 |      |      |      |
| vC1, stage 1 conf vol             |       |      |                      |      |      |      |
| vC2, stage 2 conf vol             |       |      |                      |      |      |      |
| vCu, unblocked vol                | 1266  | 88   | 673                  |      |      |      |
| tC, single (s)                    | 6.8   | 6.9  | 4.1                  |      |      |      |
| tC, 2 stage (s)                   |       |      |                      |      |      |      |
| tF (s)                            | 3.5   | 3.3  | 2.2                  |      |      |      |
| p0 queue free %                   | 100   | 100  | 100                  |      |      |      |
| cM capacity (veh/h)               | 140   | 823  | 796                  |      |      |      |
| Direction, Lane #                 | EB 1  | NB 1 | NB 2                 | SB 1 | SB 2 |      |
| Volume Total                      | 4     | 517  | 517                  | 658  | 345  |      |
| Volume Left                       | 0     | 0    | 0                    | 0    | 0    |      |
| Volume Right                      | 4     | 0    | 0                    | 0    | 16   |      |
| cSH                               | 823   | 1700 | 1700                 | 1700 | 1700 |      |
| Volume to Capacity                | 0.00  | 0.30 | 0.30                 | 0.39 | 0.20 |      |
| Queue Length 95th (ft)            | 0     | 0    | 0                    | 0    | 0    |      |
| Control Delay (s)                 | 9.4   | 0.0  | 0.0                  | 0.0  | 0.0  |      |
| Lane LOS                          | A     |      |                      |      |      |      |
| Approach Delay (s)                | 9.4   | 0.0  |                      | 0.0  |      |      |
| Approach LOS                      | A     |      |                      |      |      |      |
| Intersection Summary              |       |      |                      |      |      |      |
| Average Delay                     | 0.0   |      |                      |      |      |      |
| Intersection Capacity Utilization | 37.0% |      | ICU Level of Service |      | A    |      |
| Analysis Period (min)             | 15    |      |                      |      |      |      |

| Movement                          | EBL   | EBR   | NBL  | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|-------|------|----------------------|------|------|
| Lane Configurations               |       | ↖     |      | ↑↑                   | ↑↗   |      |
| Traffic Volume (veh/h)            | 0     | 5     | 0    | 1021                 | 957  | 2    |
| Future Volume (Veh/h)             | 0     | 5     | 0    | 1021                 | 957  | 2    |
| Sign Control                      | Yield |       |      | Free                 | Free |      |
| Grade                             | 0%    |       |      | 0%                   | 0%   |      |
| Peak Hour Factor                  | 0.92  | 0.92  | 0.99 | 0.99                 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 5     | 0    | 1031                 | 987  | 2    |
| Pedestrians                       |       |       |      |                      |      |      |
| Lane Width (ft)                   |       |       |      |                      |      |      |
| Walking Speed (ft/s)              |       |       |      |                      |      |      |
| Percent Blockage                  |       |       |      |                      |      |      |
| Right turn flare (veh)            |       |       |      |                      |      |      |
| Median type                       |       |       | None | None                 |      |      |
| Median storage (veh)              |       |       |      |                      |      |      |
| Upstream signal (ft)              |       |       |      |                      |      |      |
| pX, platoon unblocked             |       |       |      |                      |      |      |
| vC, conflicting volume            | 1504  | 494   | 989  |                      |      |      |
| vC1, stage 1 conf vol             |       |       |      |                      |      |      |
| vC2, stage 2 conf vol             |       |       |      |                      |      |      |
| vCu, unblocked vol                | 1504  | 494   | 989  |                      |      |      |
| tC, single (s)                    | 6.8   | 6.9   | 4.1  |                      |      |      |
| tC, 2 stage (s)                   |       |       |      |                      |      |      |
| tF (s)                            | 3.5   | 3.3   | 2.2  |                      |      |      |
| p0 queue free %                   | 100   | 99    | 100  |                      |      |      |
| cM capacity (veh/h)               | 112   | 521   | 707  |                      |      |      |
| Direction, Lane #                 | EB 1  | NB 1  | NB 2 | SB 1                 | SB 2 |      |
| Volume Total                      | 5     | 516   | 516  | 658                  | 331  |      |
| Volume Left                       | 0     | 0     | 0    | 0                    | 0    |      |
| Volume Right                      | 5     | 0     | 0    | 0                    | 2    |      |
| cSH                               | 521   | 1700  | 1700 | 1700                 | 1700 |      |
| Volume to Capacity                | 0.01  | 0.30  | 0.30 | 0.39                 | 0.19 |      |
| Queue Length 95th (ft)            | 1     | 0     | 0    | 0                    | 0    |      |
| Control Delay (s)                 | 12.0  | 0.0   | 0.0  | 0.0                  | 0.0  |      |
| Lane LOS                          | B     |       |      |                      |      |      |
| Approach Delay (s)                | 12.0  | 0.0   |      | 0.0                  |      |      |
| Approach LOS                      | B     |       |      |                      |      |      |
| Intersection Summary              |       |       |      |                      |      |      |
| Average Delay                     |       | 0.0   |      |                      |      |      |
| Intersection Capacity Utilization |       | 36.5% |      | ICU Level of Service | A    |      |
| Analysis Period (min)             |       | 15    |      |                      |      |      |

| Lane Group              | EBL    | EBT   | EBR   | WBL   | WBT   | WBR    | NBU   | NBL   | NBT   | NBR    | SBU   | SBL   | SBT   | SBR   | Ø8 |
|-------------------------|--------|-------|-------|-------|-------|--------|-------|-------|-------|--------|-------|-------|-------|-------|----|
| Lane Configurations     | ↔      | ↔     | ↔     | ↔     | ↔     | ↔      | ↔     | ↔     | ↔     | ↔      | ↔     | ↔     | ↔     | ↔     |    |
| Traffic Volume (vph)    | 344    | 264   | 106   | 155   | 265   | 31     | 43    | 126   | 725   | 318    | 9     | 68    | 388   | 388   |    |
| Future Volume (vph)     | 344    | 264   | 106   | 155   | 265   | 31     | 43    | 126   | 725   | 318    | 9     | 68    | 388   | 388   |    |
| Ideal Flow (vphpl)      | 1900   | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  |    |
| Storage Length (ft)     | 0      | 150   | 0     | 0     | 0     | 90     | 0     | 0     | 350   | 0      | 0     | 0     | 200   | 0     |    |
| Storage Lanes           | 1      | 0     | 1     | 0     | 0     | 0      | 1     | 1     | 1     | 1      | 1     | 1     | 1     | 1     |    |
| Taper Length (ft)       | 25     | 0     | 0     | 25    | 0     | 0      | 0     | 25    | 0     | 0      | 25    | 0     | 0     | 0     |    |
| Lane Util. Factor       | 0.95   | 0.95  | 1.00  | 1.00  | 1.00  | 1.00   | 0.95  | 1.00  | 0.95  | 1.00   | 0.95  | 1.00  | 0.95  | 1.00  |    |
| Ped Bike Factor         | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  |    |
| Frt                     | 0.961  | 0.961 | 0.984 | 0.984 | 0.984 | 0.984  | 0.984 | 0.984 | 0.984 | 0.984  | 0.984 | 0.984 | 0.984 | 0.984 |    |
| Flt Protected           | 0.950  | 0.996 | 0.950 | 0.950 | 0.950 | 0.950  | 0.950 | 0.950 | 0.950 | 0.950  | 0.950 | 0.950 | 0.950 | 0.950 |    |
| Satd. Flow (prot)       | 1715   | 1713  | 0     | 1752  | 1847  | 0      | 0     | 1778  | 3574  | 1599   | 0     | 1774  | 3574  | 1615  |    |
| Flt Permitted           | 0.950  | 0.996 | 0.950 | 0.950 | 0.950 | 0.950  | 0.950 | 0.889 | 0.889 | 0.889  | 0.889 | 0.889 | 0.889 | 0.889 |    |
| Satd. Flow (perm)       | 1715   | 1713  | 0     | 1752  | 1847  | 0      | 0     | 1664  | 3574  | 1599   | 0     | 1660  | 3574  | 1615  |    |
| Right Turn on Red       |        | Yes   |       | Yes   | Yes   |        | Yes   | Yes   | Yes   | Yes    |       | Yes   | Yes   | Yes   |    |
| Satd. Flow (RTOR)       |        | 13    |       | 5     | 5     |        | 321   | 321   | 321   | 321    |       | 413   | 413   | 413   |    |
| Link Speed (mph)        | 30     | 30    | 30    | 30    | 30    | 30     | 30    | 30    | 30    | 30     | 30    | 30    | 30    | 30    |    |
| Link Distance (ft)      | 365    | 365   | 484   | 484   | 484   | 484    | 484   | 484   | 484   | 484    | 484   | 484   | 484   | 484   |    |
| Travel Time (s)         | 8.3    | 8.3   | 11.0  | 11.0  | 11.0  | 11.0   | 11.0  | 11.0  | 11.0  | 11.0   | 11.0  | 11.0  | 11.0  | 11.0  |    |
| Confl. Bikes (#/hr)     | 1      | 1     | 1     | 1     | 1     | 1      | 1     | 1     | 1     | 1      | 1     | 1     | 1     | 1     |    |
| Peak Hour Factor        | 0.96   | 0.96  | 0.96  | 0.94  | 0.94  | 0.94   | 0.99  | 0.99  | 0.99  | 0.99   | 0.94  | 0.94  | 0.94  | 0.94  |    |
| Heavy Vehicles (%)      | 0%     | 0%    | 2%    | 3%    | 1%    | 3%     | 0%    | 2%    | 1%    | 1%     | 0%    | 2%    | 1%    | 0%    |    |
| Adj. Flow (vph)         | 358    | 275   | 110   | 165   | 282   | 33     | 43    | 127   | 732   | 321    | 10    | 72    | 413   | 413   |    |
| Shared Lane Traffic (%) | 10%    | 10%   | 10%   | 10%   | 10%   | 10%    | 10%   | 10%   | 10%   | 10%    | 10%   | 10%   | 10%   | 10%   |    |
| Lane Group Flow (vph)   | 322    | 421   | 0     | 165   | 315   | 0      | 0     | 170   | 732   | 321    | 0     | 82    | 413   | 413   |    |
| Turn Type               | custom | NA    | Split | NA    | NA    | custom | Prot  | NA    | Perm  | custom | Prot  | NA    | Perm  | Perm  |    |
| Protected Phases        | 4      | 4     | 3     | 3     | 3     | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     | 8     |    |
| Permitted Phases        | 4      | 4     | 3     | 3     | 3     | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     | 8     |    |
| Detector Phase          | 4      | 4     | 3     | 3     | 3     | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     | 8     |    |
| Switch Phase            |        |       |       |       |       |        |       |       |       |        |       |       |       |       |    |
| Minimum Initial (s)     | 6.0    | 6.0   | 6.0   | 6.0   | 6.0   | 1.0    | 1.0   | 14.0  | 14.0  | 3.0    | 3.0   | 14.0  | 14.0  | 5.0   |    |
| Minimum Split (s)       | 22.5   | 22.5  | 32.0  | 32.0  | 32.0  | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |    |
| Total Split (s)         | 22.5   | 22.5  | 32.0  | 32.0  | 32.0  | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |    |
| Total Split (%)         | 19.2%  | 19.2% | 27.4% | 27.4% | 27.4% | 8.1%   | 8.1%  | 19.2% | 19.2% | 8.1%   | 8.1%  | 19.2% | 19.2% | 26%   |    |
| Maximum Green (s)       | 16.0   | 16.0  | 26.0  | 26.0  | 26.0  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 26.0  |    |
| Yellow Time (s)         | 3.5    | 3.5   | 4.5   | 4.5   | 4.5   | 4.0    | 4.0   | 3.0   | 3.0   | 4.0    | 4.0   | 3.0   | 3.0   | 3.5   |    |
| All-Red Time (s)        | 3.0    | 3.0   | 1.5   | 1.5   | 1.5   | 1.0    | 1.0   | 1.0   | 1.0   | 1.0    | 1.0   | 1.0   | 1.0   | 1.0   |    |
| Lost Time Adjust (s)    | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   |    |
| Total Lost Time (s)     | 6.5    | 6.5   | 6.0   | 6.0   | 6.0   | 5.0    | 4.0   | 4.0   | 4.0   | 5.0    | 4.0   | 4.0   | 4.0   | 4.0   |    |
| Lead/Lag                | Lag    | Lag   | Lead  | Lead  | Lead  | Lead   | Lead  | Lag   | Lag   | Lead   | Lead  | Lag   | Lag   | Lag   |    |
| Lead-Lag Optimize?      | Yes    | Yes   | Yes   | Yes   | Yes   | Yes    | Yes   | Yes   | Yes   | Yes    | Yes   | Yes   | Yes   | Yes   |    |
| Vehicle Extension (s)   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0   |    |
| Recall Mode             | None   | None  | None  | None  | None  | None   | None  | Min   | Min   | None   | None  | Min   | Min   | None  |    |
| Walk Time (s)           | 6.0    | 6.0   | 6.0   | 6.0   | 6.0   | 6.0    | 6.0   | 6.0   | 6.0   | 6.0    | 6.0   | 6.0   | 6.0   | 6.0   |    |
| Flash Dont Walk (s)     | 20.0   | 20.0  | 20.0  | 20.0  | 20.0  | 12.0   | 12.0  | 12.0  | 12.0  | 12.0   | 12.0  | 12.0  | 12.0  | 20.0  |    |
| Pedestrian Calls (#/hr) | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Act Effct Green (s)     | 16.0   | 16.0  | 19.2  | 19.2  | 19.2  | 4.5    | 4.5   | 18.6  | 18.6  | 4.5    | 4.5   | 18.6  | 18.6  | 18.6  |    |
| Actuated g/C Ratio      | 0.20   | 0.20  | 0.24  | 0.24  | 0.24  | 0.06   | 0.23  | 0.23  | 0.23  | 0.06   | 0.23  | 0.23  | 0.23  | 0.23  |    |
| v/c Ratio               | 0.94   | 1.19  | 0.39  | 0.70  | 0.70  | 1.81   | 0.88  | 0.52  | 0.52  | 0.88   | 0.50  | 0.60  | 0.60  | 0.60  |    |
| Control Delay           | 69.8   | 141.2 | 27.9  | 36.2  | 36.2  | 432.9  | 44.8  | 6.9   | 6.9   | 107.6  | 29.9  | 7.2   | 7.2   | 7.2   |    |
| Queue Delay             | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   |    |
| Total Delay             | 69.8   | 141.2 | 27.9  | 36.2  | 36.2  | 432.9  | 44.8  | 6.9   | 6.9   | 107.6  | 29.9  | 7.2   | 7.2   | 7.2   |    |
| LOS                     | E      | F     | C     | D     | D     | F      | D     | A     | A     | F      | C     | A     | A     | A     |    |
| Approach Delay          | 110.3  | 110.3 | 33.3  | 33.3  | 33.3  | 88.8   | 88.8  | 26.6  | 26.6  | 26.6   | 26.6  | 26.6  | 26.6  | 26.6  |    |
| Approach LOS            | F      | F     | C     | C     | C     | F      | F     | C     | C     | C      | C     | C     | C     | C     |    |
| 90th %ile Green (s)     | 16.0   | 16.0  | 26.0  | 26.0  | 26.0  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 90th %ile Term Code     | Max    | Max   | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 70th %ile Green (s)     | 16.0   | 16.0  | 22.4  | 22.4  | 22.4  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 70th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 50th %ile Green (s)     | 16.0   | 16.0  | 19.7  | 19.7  | 19.7  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 50th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 30th %ile Green (s)     | 16.0   | 16.0  | 16.2  | 16.2  | 16.2  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 30th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 10th %ile Green (s)     | 16.0   | 16.0  | 12.9  | 12.9  | 12.9  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 10th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| Queue Length 50th (ft)  | 168    | -268  | 69    | 141   | 141   | -131   | 187   | 0     | 42    | 95     | 0     | 0     | 0     | 0     |    |
| Queue Length 95th (ft)  | #365   | #496  | 121   | 225   | 225   | #268   | #322  | 66    | #134  | 152    | 75    | 75    | 75    | 75    |    |
| Internal Link Dist (ft) | 285    | 285   | 404   | 404   | 404   | 902    | 902   | 350   | 350   | 350    | 350   | 350   | 350   | 200   |    |
| Base Capacity (vph)     | 344    | 354   | 571   | 606   | 606   | 94     | 829   | 617   | 617   | 93     | 829   | 692   | 692   | 692   |    |
| Starvation Cap Reductn  | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Spillback Cap Reductn   | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Storage Cap Reductn     | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Reduced v/c Ratio       | 0.94   | 1.19  | 0.29  | 0.52  | 0.52  | 1.81   | 0.88  | 0.52  | 0.52  | 0.88   | 0.50  | 0.60  | 0.60  | 0.60  |    |

Intersection Summary

Area Type: Other  
 Cycle Length: 117  
 Actuated Cycle Length: 79.9  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.81  
 Intersection Signal Delay: 68.8  
 Intersection LOS: E  
 Intersection Capacity Utilization 77.7%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 86.5  
 70th %ile Actuated Cycle: 82.9  
 50th %ile Actuated Cycle: 80.2  
 30th %ile Actuated Cycle: 76.7  
 10th %ile Actuated Cycle: 73.4  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: VFW Parkway & Bridge Street/Spring Street

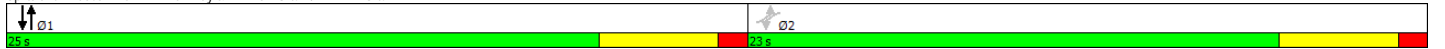


| Lane Group              | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|------|------|-------|------|------|------|-------|------|------|-------|------|
| Lane Configurations     |       |      |      |       |      |      |      |       |      |      |       |      |
| Traffic Volume (vph)    | 115   | 0    | 0    | 10    | 0    | 0    | 0    | 1045  | 0    | 0    | 648   | 0    |
| Future Volume (vph)     | 115   | 0    | 0    | 10    | 0    | 0    | 0    | 1045  | 0    | 0    | 648   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 |
| Frt                     |       |      |      |       |      |      |      |       |      |      |       |      |
| Flt Protected           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (prot)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3539  | 0    |
| Flt Permitted           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (perm)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3539  | 0    |
| Right Turn on Red       |       |      | Yes  |       |      | Yes  |      |       | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |       |      |      |       |      |      |      |       |      |      |       |      |
| Link Speed (mph)        |       | 30   |      |       | 30   |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |       | 99   |      |       | 92   |      |      | 864   |      |      | 314   |      |
| Travel Time (s)         |       | 2.3  |      |       | 2.1  |      |      | 19.6  |      |      | 7.1   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.98  | 0.98 | 0.98 | 0.90 | 0.90  | 0.90 | 0.98 | 0.98  | 0.98 |
| Heavy Vehicles (%)      | 2%    | 2%   | 2%   | 0%    | 0%   | 0%   | 2%   | 1%    | 2%   | 2%   | 2%    | 2%   |
| Adj. Flow (vph)         | 125   | 0    | 0    | 10    | 0    | 0    | 0    | 1161  | 0    | 0    | 661   | 0    |
| Shared Lane Traffic (%) |       |      |      |       |      |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 125   | 0    | 0    | 10    | 0    | 0    | 0    | 1161  | 0    | 0    | 661   | 0    |
| Turn Type               | Perm  |      |      | Perm  |      |      |      | NA    |      |      | NA    |      |
| Protected Phases        |       |      |      |       |      |      |      | 1     |      |      | 1     |      |
| Permitted Phases        | 2     |      |      | 2     |      |      |      |       |      |      |       |      |
| Detector Phase          | 2     |      |      | 2     |      |      |      | 1     |      |      | 1     |      |
| Switch Phase            |       |      |      |       |      |      |      |       |      |      |       |      |
| Minimum Initial (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Minimum Split (s)       | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (s)         | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (%)         | 47.9% |      |      | 47.9% |      |      |      | 52.1% |      |      | 52.1% |      |
| Maximum Green (s)       | 18.0  |      |      | 18.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Yellow Time (s)         | 4.0   |      |      | 4.0   |      |      |      | 4.0   |      |      | 4.0   |      |
| All-Red Time (s)        | 1.0   |      |      | 1.0   |      |      |      | 1.0   |      |      | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Lost Time (s)     | 5.0   |      |      | 5.0   |      |      |      | 5.0   |      |      | 5.0   |      |
| Lead/Lag                | Lag   |      |      | Lag   |      |      |      | Lead  |      |      | Lead  |      |
| Lead-Lag Optimize?      | Yes   |      |      | Yes   |      |      |      | Yes   |      |      | Yes   |      |
| Vehicle Extension (s)   | 3.0   |      |      | 3.0   |      |      |      | 3.0   |      |      | 3.0   |      |
| Recall Mode             | Min   |      |      | Min   |      |      |      | Min   |      |      | Min   |      |
| Act Effct Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Actuated g/C Ratio      | 0.33  |      |      | 0.33  |      |      |      | 0.44  |      |      | 0.44  |      |
| v/c Ratio               | 0.21  |      |      | 0.02  |      |      |      | 0.73  |      |      | 0.42  |      |
| Control Delay           | 12.0  |      |      | 10.2  |      |      |      | 13.7  |      |      | 9.6   |      |
| Queue Delay             | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Delay             | 12.0  |      |      | 10.2  |      |      |      | 13.7  |      |      | 9.6   |      |
| LOS                     | B     |      |      | B     |      |      |      | B     |      |      | A     |      |
| Approach Delay          |       | 12.0 |      |       | 10.2 |      |      | 13.7  |      |      | 9.6   |      |
| Approach LOS            |       | B    |      |       | B    |      |      | B     |      |      | A     |      |
| 90th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 90th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 70th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 70th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 50th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 50th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 30th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 30th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 10th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 10th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| Queue Length 50th (ft)  | 22    |      |      | 2     |      |      |      | 120   |      |      | 56    |      |
| Queue Length 95th (ft)  | 51    |      |      | 9     |      |      |      | 178   |      |      | 88    |      |
| Internal Link Dist (ft) |       | 19   |      |       | 12   |      |      | 784   |      |      | 234   |      |
| Turn Bay Length (ft)    |       |      |      |       |      |      |      |       |      |      |       |      |
| Base Capacity (vph)     | 708   |      |      | 722   |      |      |      | 1588  |      |      | 1572  |      |
| Starvation Cap Reductn  | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Spillback Cap Reductn   | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Storage Cap Reductn     | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Reduced v/c Ratio       | 0.18  |      |      | 0.01  |      |      |      | 0.73  |      |      | 0.42  |      |

Intersection Summary

Area Type: Other  
 Cycle Length: 48  
 Actuated Cycle Length: 45  
 Natural Cycle: 50  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 12.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 42.4%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 45  
 70th %ile Actuated Cycle: 45  
 50th %ile Actuated Cycle: 45  
 30th %ile Actuated Cycle: 45  
 10th %ile Actuated Cycle: 45

Splits and Phases: 6: VFW Parkway & VFW SB U-turn/VFW NB U-turn





| Movement                          | EBL   | EBR  | NBL                  | NBT  | SBT  | SBR  |
|-----------------------------------|-------|------|----------------------|------|------|------|
| Lane Configurations               |       | ↗    |                      | ↑↑   | ↑↘   |      |
| Traffic Volume (veh/h)            | 0     | 9    | 0                    | 1222 | 692  | 10   |
| Future Volume (Veh/h)             | 0     | 9    | 0                    | 1222 | 692  | 10   |
| Sign Control                      | Stop  |      |                      | Free | Free |      |
| Grade                             | 0%    |      |                      | 0%   | 0%   |      |
| Peak Hour Factor                  | 0.92  | 0.75 | 0.99                 | 0.99 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 12   | 0                    | 1234 | 713  | 10   |
| Pedestrians                       |       |      |                      |      |      |      |
| Lane Width (ft)                   |       |      |                      |      |      |      |
| Walking Speed (ft/s)              |       |      |                      |      |      |      |
| Percent Blockage                  |       |      |                      |      |      |      |
| Right turn flare (veh)            |       |      |                      |      |      |      |
| Median type                       |       |      |                      | None | None |      |
| Median storage (veh)              |       |      |                      |      |      |      |
| Upstream signal (ft)              |       |      |                      |      | 982  |      |
| pX, platoon unblocked             | 0.94  | 0.94 | 0.94                 |      |      |      |
| vC, conflicting volume            | 1335  | 362  | 723                  |      |      |      |
| vC1, stage 1 conf vol             |       |      |                      |      |      |      |
| vC2, stage 2 conf vol             |       |      |                      |      |      |      |
| vCu, unblocked vol                | 1232  | 199  | 583                  |      |      |      |
| tC, single (s)                    | 6.8   | 6.9  | 4.1                  |      |      |      |
| tC, 2 stage (s)                   |       |      |                      |      |      |      |
| tF (s)                            | 3.5   | 3.3  | 2.2                  |      |      |      |
| pD queue free %                   | 100   | 98   | 100                  |      |      |      |
| cM capacity (veh/h)               | 162   | 768  | 944                  |      |      |      |
| Direction, Lane #                 | EB 1  | NB 1 | NB 2                 | SB 1 | SB 2 |      |
| Volume Total                      | 12    | 617  | 617                  | 475  | 248  |      |
| Volume Left                       | 0     | 0    | 0                    | 0    | 0    |      |
| Volume Right                      | 12    | 0    | 0                    | 0    | 10   |      |
| cSH                               | 768   | 1700 | 1700                 | 1700 | 1700 |      |
| Volume to Capacity                | 0.02  | 0.36 | 0.36                 | 0.28 | 0.15 |      |
| Queue Length 95th (ft)            | 1     | 0    | 0                    | 0    | 0    |      |
| Control Delay (s)                 | 9.8   | 0.0  | 0.0                  | 0.0  | 0.0  |      |
| Lane LOS                          | A     |      |                      |      |      |      |
| Approach Delay (s)                | 9.8   | 0.0  |                      | 0.0  |      |      |
| Approach LOS                      | A     |      |                      |      |      |      |
| Intersection Summary              |       |      |                      |      |      |      |
| Average Delay                     | 0.1   |      |                      |      |      |      |
| Intersection Capacity Utilization | 37.1% |      | ICU Level of Service |      | A    |      |
| Analysis Period (min)             | 15    |      |                      |      |      |      |

| Movement                          | EBL   | EBR  | NBL  | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|------|------|----------------------|------|------|
| Lane Configurations               |       | ↗    |      | ↑↑                   | ↑↘   |      |
| Traffic Volume (veh/h)            | 0     | 6    | 0    | 1222                 | 702  | 0    |
| Future Volume (Veh/h)             | 0     | 6    | 0    | 1222                 | 702  | 0    |
| Sign Control                      | Yield |      |      | Free                 | Free |      |
| Grade                             | 0%    |      |      | 0%                   | 0%   |      |
| Peak Hour Factor                  | 0.50  | 0.50 | 0.97 | 0.97                 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 12   | 0    | 1260                 | 724  | 0    |
| Pedestrians                       |       |      |      |                      |      |      |
| Lane Width (ft)                   |       |      |      |                      |      |      |
| Walking Speed (ft/s)              |       |      |      |                      |      |      |
| Percent Blockage                  |       |      |      |                      |      |      |
| Right turn flare (veh)            |       |      |      |                      |      |      |
| Median type                       |       |      | None | None                 |      |      |
| Median storage (veh)              |       |      |      |                      |      |      |
| Upstream signal (ft)              |       |      |      |                      |      |      |
| pX, platoon unblocked             |       |      |      |                      |      |      |
| vC, conflicting volume            | 1354  | 362  | 724  |                      |      |      |
| vC1, stage 1 conf vol             |       |      |      |                      |      |      |
| vC2, stage 2 conf vol             |       |      |      |                      |      |      |
| vCu, unblocked vol                | 1354  | 362  | 724  |                      |      |      |
| tC, single (s)                    | 6.8   | 6.9  | 4.1  |                      |      |      |
| tC, 2 stage (s)                   |       |      |      |                      |      |      |
| tF (s)                            | 3.5   | 3.3  | 2.2  |                      |      |      |
| pD queue free %                   | 100   | 98   | 100  |                      |      |      |
| cM capacity (veh/h)               | 143   | 641  | 888  |                      |      |      |
| Direction, Lane #                 | EB 1  | NB 1 | NB 2 | SB 1                 | SB 2 |      |
| Volume Total                      | 12    | 630  | 630  | 483                  | 241  |      |
| Volume Left                       | 0     | 0    | 0    | 0                    | 0    |      |
| Volume Right                      | 12    | 0    | 0    | 0                    | 0    |      |
| cSH                               | 641   | 1700 | 1700 | 1700                 | 1700 |      |
| Volume to Capacity                | 0.02  | 0.37 | 0.37 | 0.28                 | 0.14 |      |
| Queue Length 95th (ft)            | 1     | 0    | 0    | 0                    | 0    |      |
| Control Delay (s)                 | 10.7  | 0.0  | 0.0  | 0.0                  | 0.0  |      |
| Lane LOS                          | B     |      |      |                      |      |      |
| Approach Delay (s)                | 10.7  | 0.0  |      | 0.0                  |      |      |
| Approach LOS                      | B     |      |      |                      |      |      |
| Intersection Summary              |       |      |      |                      |      |      |
| Average Delay                     | 0.1   |      |      |                      |      |      |
| Intersection Capacity Utilization | 37.1% |      |      | ICU Level of Service | A    |      |
| Analysis Period (min)             | 15    |      |      |                      |      |      |

| Lane Group              | EBL    | EBT   | EBR  | WBL   | WBT   | WBR  | NBU    | NBL   | NBT   | NBR   | SBU    | SBL   | SBT   | SBR   | Ø8   |
|-------------------------|--------|-------|------|-------|-------|------|--------|-------|-------|-------|--------|-------|-------|-------|------|
| Lane Configurations     | ↔      | ↔     | ↔    | ↔     | ↔     | ↔    | ↔      | ↔     | ↔     | ↔     | ↔      | ↔     | ↔     | ↔     |      |
| Traffic Volume (vph)    | 259    | 273   | 41   | 272   | 335   | 42   | 78     | 158   | 504   | 310   | 52     | 183   | 606   | 336   |      |
| Future Volume (vph)     | 259    | 273   | 41   | 272   | 335   | 42   | 78     | 158   | 504   | 310   | 52     | 183   | 606   | 336   |      |
| Ideal Flow (vphpl)      | 1900   | 1900  | 1900 | 1900  | 1900  | 1900 | 1900   | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  |      |
| Storage Length (ft)     | 0      |       | 150  | 0     |       | 90   |        | 0     |       | 350   |        | 0     |       | 200   |      |
| Storage Lanes           | 1      |       | 0    | 1     |       | 0    |        | 1     |       | 1     |        | 1     |       | 1     |      |
| Taper Length (ft)       | 25     |       |      | 25    |       |      |        | 25    |       |       |        | 25    |       |       |      |
| Lane Util. Factor       | 0.95   | 0.95  | 1.00 | 1.00  | 1.00  | 1.00 | 0.95   | 1.00  | 0.95  | 1.00  | 0.95   | 1.00  | 0.95  | 1.00  |      |
| Ped Bike Factor         |        | 1.00  |      |       |       |      |        |       |       |       |        |       |       |       |      |
| Frt                     |        | 0.982 |      |       | 0.983 |      |        |       | 0.850 |       |        |       |       | 0.850 |      |
| Flt Protected           | 0.950  | 0.996 |      | 0.950 |       |      |        | 0.950 |       |       |        | 0.950 |       |       |      |
| Satd. Flow (prot)       | 1715   | 1756  | 0    | 1805  | 1868  | 0    | 0      | 1793  | 3610  | 1615  | 0      | 1791  | 3610  | 1599  |      |
| Flt Permitted           | 0.950  | 0.996 |      | 0.950 |       |      |        | 0.889 |       |       |        | 0.889 |       |       |      |
| Satd. Flow (perm)       | 1715   | 1756  | 0    | 1805  | 1868  | 0    | 0      | 1678  | 3610  | 1615  | 0      | 1676  | 3610  | 1599  |      |
| Right Turn on Red       |        |       | Yes  |       |       | Yes  |        |       | Yes   |       |        | Yes   |       | Yes   |      |
| Satd. Flow (RTOR)       |        | 5     |      | 5     |       |      |        |       | 320   |       |        | 320   |       | 347   |      |
| Link Speed (mph)        | 30     |       |      | 30    |       |      |        |       | 30    |       |        | 30    |       |       |      |
| Link Distance (ft)      | 365    |       |      | 484   |       |      |        |       | 982   |       |        | 398   |       |       |      |
| Travel Time (s)         | 8.3    |       |      | 11.0  |       |      |        |       | 22.3  |       |        | 9.0   |       |       |      |
| Confl. Bikes (#/hr)     |        |       | 1    |       |       |      |        |       |       |       |        |       |       |       |      |
| Peak Hour Factor        | 0.95   | 0.95  | 0.95 | 0.95  | 0.95  | 0.95 | 0.97   | 0.97  | 0.97  | 0.97  | 0.96   | 0.96  | 0.96  | 0.96  |      |
| Heavy Vehicles (%)      | 0%     | 0%    | 3%   | 0%    | 0%    | 0%   | 0%     | 1%    | 0%    | 0%    | 0%     | 1%    | 0%    | 1%    |      |
| Adj. Flow (vph)         | 273    | 287   | 43   | 286   | 353   | 44   | 80     | 163   | 520   | 320   | 54     | 191   | 631   | 350   |      |
| Shared Lane Traffic (%) | 10%    |       |      |       |       |      |        |       |       |       |        |       |       |       |      |
| Lane Group Flow (vph)   | 246    | 357   | 0    | 286   | 397   | 0    | 0      | 243   | 520   | 320   | 0      | 245   | 631   | 350   |      |
| Turn Type               | custom | NA    |      | Split | NA    |      | custom | Prot  | NA    | Perm  | custom | Prot  | NA    | Perm  |      |
| Protected Phases        | 4      | 4     |      | 3     | 3     |      |        | 1     | 6     |       |        | 5     | 2     |       | 8    |
| Permitted Phases        | 4      |       |      |       |       |      |        | 6     | 5     |       |        | 2     |       |       |      |
| Detector Phase          | 4      | 4     |      | 3     | 3     |      | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     |      |
| Switch Phase            |        |       |      |       |       |      |        |       |       |       |        |       |       |       |      |
| Minimum Initial (s)     | 6.0    | 6.0   |      | 6.0   | 6.0   |      | 1.0    | 1.0   | 14.0  | 14.0  | 3.0    | 3.0   | 14.0  | 14.0  | 5.0  |
| Minimum Split (s)       | 22.5   | 22.5  |      | 32.0  | 32.0  |      | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5 |
| Total Split (s)         | 22.5   | 22.5  |      | 32.0  | 32.0  |      | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5 |
| Total Split (%)         | 19.2%  | 19.2% |      | 27.4% | 27.4% |      | 8.1%   | 8.1%  | 19.2% | 19.2% | 8.1%   | 8.1%  | 19.2% | 19.2% | 26%  |
| Maximum Green (s)       | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 26.0 |
| Yellow Time (s)         | 3.5    | 3.5   |      | 4.5   | 4.5   |      | 4.0    | 4.0   | 3.0   | 3.0   | 4.0    | 4.0   | 3.0   | 3.0   | 3.5  |
| All-Red Time (s)        | 3.0    | 3.0   |      | 1.5   | 1.5   |      | 1.0    | 1.0   | 1.0   | 1.0   | 1.0    | 1.0   | 1.0   | 1.0   | 1.0  |
| Lost Time Adjust (s)    | 0.0    | 0.0   |      | 0.0   | 0.0   |      | 0.0    | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0  |
| Total Lost Time (s)     | 6.5    | 6.5   |      | 6.0   | 6.0   |      | 5.0    | 4.0   | 4.0   | 4.0   | 5.0    | 4.0   | 4.0   | 4.0   | 4.0  |
| Lead/Lag                | Lag    | Lag   |      | Lead  | Lead  |      | Lead   | Lead  | Lag   | Lag   | Lead   | Lead  | Lag   | Lag   |      |
| Lead-Lag Optimize?      | Yes    | Yes   |      | Yes   | Yes   |      | Yes    | Yes   | Yes   | Yes   | Yes    | Yes   | Yes   | Yes   |      |
| Vehicle Extension (s)   | 3.0    | 3.0   |      | 3.0   | 3.0   |      | 3.0    | 3.0   | 3.0   | 3.0   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0  |
| Recall Mode             | None   | None  |      | None  | None  |      | None   | None  | Min   | Min   | None   | None  | Min   | Min   | None |
| Walk Time (s)           |        |       |      | 6.0   | 6.0   |      | 6.0    | 6.0   | 6.0   | 6.0   |        | 6.0   | 6.0   | 6.0   | 6.0  |
| Flash Dont Walk (s)     |        |       |      | 20.0  | 20.0  |      | 12.0   | 12.0  | 12.0  | 12.0  |        | 12.0  | 12.0  | 20.0  | 20.0 |
| Pedestrian Calls (#/hr) |        |       |      | 0     | 0     |      | 0      | 0     | 0     | 0     |        | 0     | 0     | 0     | 0    |
| Act Effct Green (s)     | 16.0   | 16.0  |      | 24.6  | 24.6  |      | 4.5    | 18.5  | 18.5  | 18.5  | 4.5    | 18.5  | 18.5  | 18.5  | 18.5 |
| Actuated g/C Ratio      | 0.19   | 0.19  |      | 0.29  | 0.29  |      | 0.05   | 0.22  | 0.22  | 0.22  | 0.05   | 0.22  | 0.22  | 0.22  | 0.22 |
| v/c Ratio               | 0.76   | 1.07  |      | 0.55  | 0.73  |      | 2.76   | 0.66  | 0.53  | 0.53  | 2.78   | 0.80  | 0.57  | 0.57  | 0.57 |
| Control Delay           | 50.5   | 105.0 |      | 30.1  | 35.8  |      | 837.0  | 35.5  | 7.2   | 7.2   | 849.7  | 41.2  | 7.6   | 7.6   | 7.6  |
| Queue Delay             | 0.0    | 0.0   |      | 0.0   | 0.0   |      | 0.0    | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0  |
| Total Delay             | 50.5   | 105.0 |      | 30.1  | 35.8  |      | 837.0  | 35.5  | 7.2   | 7.2   | 849.7  | 41.2  | 7.6   | 7.6   | 7.6  |
| LOS                     | D      | F     |      | C     | D     |      | F      | D     | A     | A     | F      | D     | A     | A     | A    |
| Approach Delay          |        | 82.8  |      |       | 33.4  |      |        | 207.0 |       |       |        |       | 193.2 |       |      |
| Approach LOS            |        | F     |      |       | C     |      |        | F     |       |       |        |       | F     |       |      |
| 90th %ile Green (s)     | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0  |
| 90th %ile Term Code     | Max    | Max   |      | Max   | Max   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip |
| 70th %ile Green (s)     | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0  |
| 70th %ile Term Code     | Max    | Max   |      | Max   | Max   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip |
| 50th %ile Green (s)     | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0  |
| 50th %ile Term Code     | Max    | Max   |      | Max   | Max   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip |
| 30th %ile Green (s)     | 16.0   | 16.0  |      | 25.3  | 25.3  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0  |
| 30th %ile Term Code     | Max    | Max   |      | Gap   | Gap   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip |
| 10th %ile Green (s)     | 16.0   | 16.0  |      | 20.1  | 20.1  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0  |
| 10th %ile Term Code     | Max    | Max   |      | Gap   | Gap   |      | Max    | Max   | Hold  | Hold  | Max    | Max   | Max   | Max   | Skip |
| Queue Length 50th (ft)  | 135    | -230  |      | 129   | 188   |      | -229   | 137   | 0     | 0     | -231   | 173   | 1     | 1     | 1    |
| Queue Length 95th (ft)  | #256   | #409  |      | 206   | 290   |      | #371   | 192   | 66    | 66    | #374   | #254  | 71    | 71    | 71   |
| Internal Link Dist (ft) |        | 285   |      |       | 404   |      |        | 902   |       |       |        |       | 318   |       |      |
| Turn Bay Length (ft)    |        |       |      |       |       |      |        |       | 350   |       |        |       |       | 200   |      |
| Base Capacity (vph)     | 322    | 333   |      | 551   | 573   |      | 88     | 784   | 601   | 601   | 88     | 784   | 618   | 618   | 618  |
| Starvation Cap Reductn  | 0      | 0     |      | 0     | 0     |      | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0    |
| Spillback Cap Reductn   | 0      | 0     |      | 0     | 0     |      | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0    |
| Storage Cap Reductn     | 0      | 0     |      | 0     | 0     |      | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0    |
| Reduced v/c Ratio       | 0.76   | 1.07  |      | 0.52  | 0.69  |      | 2.76   | 0.66  | 0.53  | 0.53  | 2.78   | 0.80  | 0.57  | 0.57  | 0.57 |

Intersection Summary

Area Type: Other  
 Cycle Length: 117  
 Actuated Cycle Length: 85.2  
 Natural Cycle: 120  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 2.78  
 Intersection Signal Delay: 148.5  
 Intersection LOS: F  
 Intersection Capacity Utilization 83.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 86.5  
 70th %ile Actuated Cycle: 86.5  
 50th %ile Actuated Cycle: 86.5  
 30th %ile Actuated Cycle: 85.8  
 10th %ile Actuated Cycle: 80.6  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: VFW Parkway & Bridge Street/Spring Street



| Lane Group              | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|------|------|-------|------|------|------|-------|------|------|-------|------|
| Lane Configurations     |       |      |      |       |      |      |      |       |      |      |       |      |
| Traffic Volume (vph)    | 152   | 0    | 0    | 23    | 0    | 0    | 0    | 763   | 0    | 0    | 831   | 0    |
| Future Volume (vph)     | 152   | 0    | 0    | 23    | 0    | 0    | 0    | 763   | 0    | 0    | 831   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 |
| Fit                     |       |      |      |       |      |      |      |       |      |      |       |      |
| Fit Protected           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (prot)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3574  | 0    |
| Fit Permitted           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (perm)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3574  | 0    |
| Right Turn on Red       |       |      | Yes  |       |      | Yes  |      |       | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |       |      |      |       |      |      |      |       |      |      |       |      |
| Link Speed (mph)        |       | 30   |      |       | 30   |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |       | 89   |      |       | 80   |      |      | 864   |      |      | 314   |      |
| Travel Time (s)         |       | 2.0  |      |       | 1.8  |      |      | 19.6  |      |      | 7.1   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.97  | 0.97 | 0.97 | 0.98 | 0.98  | 0.98 | 0.97 | 0.97  | 0.97 |
| Heavy Vehicles (%)      | 2%    | 2%   | 2%   | 0%    | 0%   | 0%   | 0%   | 1%    | 0%   | 0%   | 1%    | 0%   |
| Adj. Flow (vph)         | 165   | 0    | 0    | 24    | 0    | 0    | 0    | 779   | 0    | 0    | 857   | 0    |
| Shared Lane Traffic (%) |       |      |      |       |      |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 165   | 0    | 0    | 24    | 0    | 0    | 0    | 779   | 0    | 0    | 857   | 0    |
| Turn Type               | Perm  |      |      | Perm  |      |      |      | NA    |      |      | NA    |      |
| Protected Phases        |       |      |      |       |      |      |      | 1     |      |      | 1     |      |
| Permitted Phases        | 2     |      |      | 2     |      |      |      |       |      |      |       |      |
| Detector Phase          | 2     |      |      | 2     |      |      |      | 1     |      |      | 1     |      |
| Switch Phase            |       |      |      |       |      |      |      |       |      |      |       |      |
| Minimum Initial (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Minimum Split (s)       | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (s)         | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (%)         | 47.9% |      |      | 47.9% |      |      |      | 52.1% |      |      | 52.1% |      |
| Maximum Green (s)       | 18.0  |      |      | 18.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Yellow Time (s)         | 4.0   |      |      | 4.0   |      |      |      | 4.0   |      |      | 4.0   |      |
| All-Red Time (s)        | 1.0   |      |      | 1.0   |      |      |      | 1.0   |      |      | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Lost Time (s)     | 5.0   |      |      | 5.0   |      |      |      | 5.0   |      |      | 5.0   |      |
| Lead/Lag                | Lag   |      |      | Lag   |      |      |      | Lead  |      |      | Lead  |      |
| Lead-Lag Optimize?      | Yes   |      |      | Yes   |      |      |      | Yes   |      |      | Yes   |      |
| Vehicle Extension (s)   | 3.0   |      |      | 3.0   |      |      |      | 3.0   |      |      | 3.0   |      |
| Recall Mode             | Min   |      |      | Min   |      |      |      | Min   |      |      | Min   |      |
| Act Effct Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Actuated g/C Ratio      | 0.33  |      |      | 0.33  |      |      |      | 0.44  |      |      | 0.44  |      |
| v/c Ratio               | 0.28  |      |      | 0.04  |      |      |      | 0.49  |      |      | 0.54  |      |
| Control Delay           | 12.7  |      |      | 10.5  |      |      |      | 10.2  |      |      | 10.7  |      |
| Queue Delay             | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Delay             | 12.7  |      |      | 10.5  |      |      |      | 10.2  |      |      | 10.7  |      |
| LOS                     | B     |      |      | B     |      |      |      | B     |      |      | B     |      |
| Approach Delay          |       | 12.7 |      |       | 10.5 |      |      | 10.2  |      |      | 10.7  |      |
| Approach LOS            |       | B    |      |       | B    |      |      | B     |      |      | B     |      |
| 90th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 90th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 70th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 70th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 50th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 50th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 30th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 30th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 10th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 10th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| Queue Length 50th (ft)  | 30    |      |      | 4     |      |      |      | 69    |      |      | 78    |      |
| Queue Length 95th (ft)  | 65    |      |      | 15    |      |      |      | 106   |      |      | 119   |      |
| Internal Link Dist (ft) |       | 9    |      |       | 1    |      |      | 784   |      |      | 234   |      |
| Turn Bay Length (ft)    |       |      |      |       |      |      |      |       |      |      |       |      |
| Base Capacity (vph)     | 708   |      |      | 722   |      |      |      | 1588  |      |      | 1588  |      |
| Starvation Cap Reductn  | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Spillback Cap Reductn   | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Storage Cap Reductn     | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Reduced v/c Ratio       | 0.23  |      |      | 0.03  |      |      |      | 0.49  |      |      | 0.54  |      |

Intersection Summary

Area Type: Other  
 Cycle Length: 48  
 Actuated Cycle Length: 45  
 Natural Cycle: 50  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 10.7  
 Intersection Capacity Utilization 38.4%  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 45  
 70th %ile Actuated Cycle: 45  
 50th %ile Actuated Cycle: 45  
 30th %ile Actuated Cycle: 45  
 10th %ile Actuated Cycle: 45

Splits and Phases: 6: VFW Parkway & VFW SB U-turn/VFW NB U-turn



| Movement                          | EBL   | EBR  | NBL                  | NBT  | SBT  | SBR  |
|-----------------------------------|-------|------|----------------------|------|------|------|
| Lane Configurations               |       | ↗    |                      | ↑↑   | ↑↘   |      |
| Traffic Volume (veh/h)            | 0     | 2    | 0                    | 1062 | 996  | 17   |
| Future Volume (Veh/h)             | 0     | 2    | 0                    | 1062 | 996  | 17   |
| Sign Control                      | Stop  |      |                      | Free | Free |      |
| Grade                             | 0%    |      |                      | 0%   | 0%   |      |
| Peak Hour Factor                  | 0.50  | 0.50 | 0.98                 | 0.98 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 4    | 0                    | 1084 | 1027 | 18   |
| Pedestrians                       |       |      |                      |      |      |      |
| Lane Width (ft)                   |       |      |                      |      |      |      |
| Walking Speed (ft/s)              |       |      |                      |      |      |      |
| Percent Blockage                  |       |      |                      |      |      |      |
| Right turn flare (veh)            |       |      |                      |      |      |      |
| Median type                       |       |      |                      | None | None |      |
| Median storage (veh)              |       |      |                      |      |      |      |
| Upstream signal (ft)              |       |      |                      |      | 982  |      |
| pX, platoon unblocked             | 0.85  | 0.85 | 0.85                 |      |      |      |
| vC, conflicting volume            | 1578  | 522  | 1045                 |      |      |      |
| vC1, stage 1 conf vol             |       |      |                      |      |      |      |
| vC2, stage 2 conf vol             |       |      |                      |      |      |      |
| vCu, unblocked vol                | 1320  | 73   | 691                  |      |      |      |
| tC, single (s)                    | 6.8   | 6.9  | 4.1                  |      |      |      |
| tC, 2 stage (s)                   |       |      |                      |      |      |      |
| tF (s)                            | 3.5   | 3.3  | 2.2                  |      |      |      |
| p0 queue free %                   | 100   | 100  | 100                  |      |      |      |
| cM capacity (veh/h)               | 128   | 830  | 773                  |      |      |      |
| Direction, Lane #                 | EB 1  | NB 1 | NB 2                 | SB 1 | SB 2 |      |
| Volume Total                      | 4     | 542  | 542                  | 685  | 360  |      |
| Volume Left                       | 0     | 0    | 0                    | 0    | 0    |      |
| Volume Right                      | 4     | 0    | 0                    | 0    | 18   |      |
| cSH                               | 830   | 1700 | 1700                 | 1700 | 1700 |      |
| Volume to Capacity                | 0.00  | 0.32 | 0.32                 | 0.40 | 0.21 |      |
| Queue Length 95th (ft)            | 0     | 0    | 0                    | 0    | 0    |      |
| Control Delay (s)                 | 9.4   | 0.0  | 0.0                  | 0.0  | 0.0  |      |
| Lane LOS                          | A     |      |                      |      |      |      |
| Approach Delay (s)                | 9.4   | 0.0  |                      | 0.0  |      |      |
| Approach LOS                      | A     |      |                      |      |      |      |
| Intersection Summary              |       |      |                      |      |      |      |
| Average Delay                     | 0.0   |      |                      |      |      |      |
| Intersection Capacity Utilization | 38.1% |      | ICU Level of Service |      | A    |      |
| Analysis Period (min)             | 15    |      |                      |      |      |      |

| Movement                          | EBL   | EBR  | NBL  | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|------|------|----------------------|------|------|
| Lane Configurations               |       | ↗    |      | ↑↑                   | ↑↘   |      |
| Traffic Volume (veh/h)            | 0     | 5    | 0    | 1070                 | 996  | 2    |
| Future Volume (Veh/h)             | 0     | 5    | 0    | 1070                 | 996  | 2    |
| Sign Control                      | Yield |      |      | Free                 | Free |      |
| Grade                             | 0%    |      |      | 0%                   | 0%   |      |
| Peak Hour Factor                  | 0.92  | 0.92 | 0.99 | 0.99                 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 5    | 0    | 1081                 | 1027 | 2    |
| Pedestrians                       |       |      |      |                      |      |      |
| Lane Width (ft)                   |       |      |      |                      |      |      |
| Walking Speed (ft/s)              |       |      |      |                      |      |      |
| Percent Blockage                  |       |      |      |                      |      |      |
| Right turn flare (veh)            |       |      |      |                      |      |      |
| Median type                       |       |      | None | None                 |      |      |
| Median storage (veh)              |       |      |      |                      |      |      |
| Upstream signal (ft)              |       |      |      |                      |      |      |
| pX, platoon unblocked             |       |      |      |                      |      |      |
| vC, conflicting volume            | 1568  | 514  | 1029 |                      |      |      |
| vC1, stage 1 conf vol             |       |      |      |                      |      |      |
| vC2, stage 2 conf vol             |       |      |      |                      |      |      |
| vCu, unblocked vol                | 1568  | 514  | 1029 |                      |      |      |
| tC, single (s)                    | 6.8   | 6.9  | 4.1  |                      |      |      |
| tC, 2 stage (s)                   |       |      |      |                      |      |      |
| tF (s)                            | 3.5   | 3.3  | 2.2  |                      |      |      |
| pD queue free %                   | 100   | 99   | 100  |                      |      |      |
| cM capacity (veh/h)               | 102   | 505  | 683  |                      |      |      |
| Direction, Lane #                 | EB 1  | NB 1 | NB 2 | SB 1                 | SB 2 |      |
| Volume Total                      | 5     | 540  | 540  | 685                  | 344  |      |
| Volume Left                       | 0     | 0    | 0    | 0                    | 0    |      |
| Volume Right                      | 5     | 0    | 0    | 0                    | 2    |      |
| cSH                               | 505   | 1700 | 1700 | 1700                 | 1700 |      |
| Volume to Capacity                | 0.01  | 0.32 | 0.32 | 0.40                 | 0.20 |      |
| Queue Length 95th (ft)            | 1     | 0    | 0    | 0                    | 0    |      |
| Control Delay (s)                 | 12.2  | 0.0  | 0.0  | 0.0                  | 0.0  |      |
| Lane LOS                          | B     |      |      |                      |      |      |
| Approach Delay (s)                | 12.2  | 0.0  |      | 0.0                  |      |      |
| Approach LOS                      | B     |      |      |                      |      |      |
| Intersection Summary              |       |      |      |                      |      |      |
| Average Delay                     | 0.0   |      |      |                      |      |      |
| Intersection Capacity Utilization | 37.6% |      |      | ICU Level of Service | A    |      |
| Analysis Period (min)             | 15    |      |      |                      |      |      |

| Lane Group              | EBL    | EBT   | EBR   | WBL   | WBT   | WBR    | NBU   | NBL   | NBT   | NBR    | SBU   | SBL   | SBT   | SBR   | Ø8 |
|-------------------------|--------|-------|-------|-------|-------|--------|-------|-------|-------|--------|-------|-------|-------|-------|----|
| Lane Configurations     | ↔      | ↔     | ↔     | ↔     | ↔     | ↔      | ↔     | ↔     | ↔     | ↔      | ↔     | ↔     | ↔     | ↔     |    |
| Traffic Volume (vph)    | 344    | 264   | 113   | 157   | 265   | 31     | 46    | 134   | 740   | 323    | 9     | 68    | 396   | 388   |    |
| Future Volume (vph)     | 344    | 264   | 113   | 157   | 265   | 31     | 46    | 134   | 740   | 323    | 9     | 68    | 396   | 388   |    |
| Ideal Flow (vphpl)      | 1900   | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  |    |
| Storage Length (ft)     | 0      | 0     | 150   | 0     | 0     | 90     | 0     | 0     | 350   | 0      | 0     | 0     | 200   | 0     |    |
| Storage Lanes           | 1      | 0     | 0     | 1     | 0     | 0      | 1     | 1     | 1     | 1      | 1     | 1     | 1     | 1     |    |
| Taper Length (ft)       | 25     | 0     | 0     | 25    | 0     | 0      | 25    | 0     | 25    | 0      | 0     | 25    | 0     | 0     |    |
| Lane Util. Factor       | 0.95   | 0.95  | 1.00  | 1.00  | 1.00  | 1.00   | 0.95  | 1.00  | 0.95  | 1.00   | 0.95  | 1.00  | 0.95  | 1.00  |    |
| Ped Bike Factor         | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  |    |
| Frt                     | 0.959  | 0.959 | 0.959 | 0.984 | 0.984 | 0.984  | 0.959 | 0.959 | 0.850 | 0.850  | 0.959 | 0.959 | 0.959 | 0.850 |    |
| Flt Protected           | 0.950  | 0.996 | 0.950 | 0.950 | 0.950 | 0.950  | 0.950 | 0.950 | 0.950 | 0.950  | 0.950 | 0.950 | 0.950 | 0.950 |    |
| Satd. Flow (prot)       | 1715   | 1704  | 0     | 1805  | 1870  | 0      | 0     | 1792  | 3610  | 1615   | 0     | 1789  | 3610  | 1599  |    |
| Flt Permitted           | 0.950  | 0.996 | 0.950 | 0.950 | 0.950 | 0.950  | 0.950 | 0.889 | 0.889 | 0.889  | 0.889 | 0.889 | 0.889 | 0.889 |    |
| Satd. Flow (perm)       | 1715   | 1704  | 0     | 1805  | 1870  | 0      | 0     | 1677  | 3610  | 1615   | 0     | 1674  | 3610  | 1599  |    |
| Right Turn on Red       |        |       | Yes   |       |       | Yes    |       |       | Yes   | Yes    |       | Yes   | Yes   | Yes   |    |
| Satd. Flow (RTOR)       |        | 14    |       | 5     |       |        |       |       | 333   | 333    |       |       |       | 404   |    |
| Link Speed (mph)        | 30     | 30    | 30    | 30    | 30    | 30     | 30    | 30    | 30    | 30     | 30    | 30    | 30    | 30    |    |
| Link Distance (ft)      | 365    | 365   | 365   | 484   | 484   | 484    | 484   | 484   | 982   | 982    | 982   | 982   | 982   | 982   |    |
| Travel Time (s)         | 8.3    | 8.3   | 8.3   | 11.0  | 11.0  | 11.0   | 11.0  | 11.0  | 22.3  | 22.3   | 22.3  | 22.3  | 22.3  | 22.3  |    |
| Confl. Bikes (#/hr)     | 1      | 1     | 1     | 1     | 1     | 1      | 1     | 1     | 1     | 1      | 1     | 1     | 1     | 1     |    |
| Peak Hour Factor        | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.97  | 0.97  | 0.97  | 0.97   | 0.96  | 0.96  | 0.96  | 0.96  |    |
| Heavy Vehicles (%)      | 0%     | 0%    | 3%    | 0%    | 0%    | 0%     | 0%    | 1%    | 0%    | 0%     | 0%    | 1%    | 0%    | 1%    |    |
| Adj. Flow (vph)         | 362    | 278   | 119   | 165   | 279   | 33     | 47    | 138   | 763   | 333    | 9     | 71    | 413   | 404   |    |
| Shared Lane Traffic (%) | 10%    | 10%   | 10%   | 10%   | 10%   | 10%    | 10%   | 10%   | 10%   | 10%    | 10%   | 10%   | 10%   | 10%   |    |
| Lane Group Flow (vph)   | 326    | 433   | 0     | 165   | 312   | 0      | 0     | 185   | 763   | 333    | 0     | 80    | 413   | 404   |    |
| Turn Type               | custom | NA    | Split | NA    | NA    | custom | Prot  | NA    | Perm  | custom | Prot  | NA    | Perm  | Perm  |    |
| Protected Phases        | 4      | 4     | 3     | 3     | 3     | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     | 8     |    |
| Permitted Phases        | 4      | 4     | 3     | 3     | 3     | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     | 8     |    |
| Detector Phase          | 4      | 4     | 3     | 3     | 3     | 1      | 1     | 6     | 6     | 5      | 5     | 2     | 2     | 8     |    |
| Switch Phase            |        |       |       |       |       |        |       |       |       |        |       |       |       |       |    |
| Minimum Initial (s)     | 6.0    | 6.0   | 6.0   | 6.0   | 6.0   | 1.0    | 1.0   | 14.0  | 14.0  | 3.0    | 3.0   | 14.0  | 14.0  | 5.0   |    |
| Minimum Split (s)       | 22.5   | 22.5  | 32.0  | 32.0  | 32.0  | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |    |
| Total Split (s)         | 22.5   | 22.5  | 32.0  | 32.0  | 32.0  | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |    |
| Total Split (%)         | 19.2%  | 19.2% | 27.4% | 27.4% | 27.4% | 8.1%   | 8.1%  | 19.2% | 19.2% | 8.1%   | 8.1%  | 19.2% | 19.2% | 26%   |    |
| Maximum Green (s)       | 16.0   | 16.0  | 26.0  | 26.0  | 26.0  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 26.0  |    |
| Yellow Time (s)         | 3.5    | 3.5   | 4.5   | 4.5   | 4.5   | 4.0    | 4.0   | 3.0   | 3.0   | 4.0    | 4.0   | 3.0   | 3.0   | 3.5   |    |
| All-Red Time (s)        | 3.0    | 3.0   | 1.5   | 1.5   | 1.5   | 1.0    | 1.0   | 1.0   | 1.0   | 1.0    | 1.0   | 1.0   | 1.0   | 1.0   |    |
| Lost Time Adjust (s)    | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   |    |
| Total Lost Time (s)     | 6.5    | 6.5   | 6.0   | 6.0   | 6.0   | 5.0    | 4.0   | 4.0   | 4.0   | 5.0    | 4.0   | 4.0   | 4.0   | 4.0   |    |
| Lead/Lag                | Lag    | Lag   | Lead  | Lead  | Lead  | Lead   | Lead  | Lag   | Lag   | Lead   | Lead  | Lag   | Lag   | Lag   |    |
| Lead-Lag Optimize?      | Yes    | Yes   | Yes   | Yes   | Yes   | Yes    | Yes   | Yes   | Yes   | Yes    | Yes   | Yes   | Yes   | Yes   |    |
| Vehicle Extension (s)   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0   |    |
| Recall Mode             | None   | None  | None  | None  | None  | None   | None  | Min   | Min   | None   | None  | Min   | Min   | None  |    |
| Walk Time (s)           | 6.0    | 6.0   | 6.0   | 6.0   | 6.0   | 6.0    | 6.0   | 6.0   | 6.0   | 6.0    | 6.0   | 6.0   | 6.0   | 6.0   |    |
| Flash Dont Walk (s)     | 20.0   | 20.0  | 20.0  | 20.0  | 20.0  | 12.0   | 12.0  | 12.0  | 12.0  | 12.0   | 12.0  | 12.0  | 12.0  | 20.0  |    |
| Pedestrian Calls (#/hr) | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Act Effct Green (s)     | 16.1   | 16.1  | 18.9  | 18.9  | 18.9  | 4.5    | 4.5   | 18.6  | 18.6  | 4.5    | 4.5   | 18.6  | 18.6  | 18.6  |    |
| Actuated g/C Ratio      | 0.20   | 0.20  | 0.24  | 0.24  | 0.24  | 0.06   | 0.23  | 0.23  | 0.23  | 0.06   | 0.23  | 0.23  | 0.23  | 0.23  |    |
| v/c Ratio               | 0.94   | 1.22  | 0.39  | 0.70  | 0.70  | 1.95   | 0.91  | 0.53  | 0.53  | 0.84   | 0.49  | 0.59  | 0.59  | 0.59  |    |
| Control Delay           | 71.0   | 153.2 | 27.8  | 35.9  | 35.9  | 491.2  | 47.1  | 6.9   | 6.9   | 100.4  | 29.6  | 7.2   | 7.2   | 7.2   |    |
| Queue Delay             | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   |    |
| Total Delay             | 71.0   | 153.2 | 27.8  | 35.9  | 35.9  | 491.2  | 47.1  | 6.9   | 6.9   | 100.4  | 29.6  | 7.2   | 7.2   | 7.2   |    |
| LOS                     | E      | F     | C     | D     | D     | F      | D     | A     | A     | F      | C     | A     | A     | A     |    |
| Approach Delay          | 117.9  | 117.9 | 33.1  | 33.1  | 33.1  | 100.8  | 100.8 | 100.8 | 100.8 | 25.9   | 25.9  | 25.9  | 25.9  | 25.9  |    |
| Approach LOS            | F      | F     | C     | C     | C     | F      | F     | F     | F     | C      | C     | A     | A     | A     |    |
| 90th %ile Green (s)     | 16.0   | 16.0  | 26.0  | 26.0  | 26.0  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 90th %ile Term Code     | Max    | Max   | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 70th %ile Green (s)     | 16.0   | 16.0  | 21.8  | 21.8  | 21.8  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 70th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 50th %ile Green (s)     | 16.0   | 16.0  | 19.2  | 19.2  | 19.2  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 50th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 30th %ile Green (s)     | 16.0   | 16.0  | 15.8  | 15.8  | 15.8  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 30th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| 10th %ile Green (s)     | 16.0   | 16.0  | 12.6  | 12.6  | 12.6  | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |    |
| 10th %ile Term Code     | Max    | Max   | Gap   | Gap   | Gap   | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |    |
| Queue Length 50th (ft)  | 169    | -280  | 69    | 139   | 139   | -145   | 195   | 0     | 0     | 40     | 94    | 0     | 0     | 0     |    |
| Queue Length 95th (ft)  | #370   | #513  | 121   | 221   | 221   | #289   | #340  | 67    | 67    | #131   | 152   | 74    | 74    | 74    |    |
| Internal Link Dist (ft) |        | 285   |       | 404   | 404   |        |       | 902   | 902   |        |       | 318   | 318   |       |    |
| Turn Bay Length (ft)    |        |       |       |       |       |        |       |       | 350   |        |       |       |       | 200   |    |
| Base Capacity (vph)     | 346    | 354   | 591   | 616   | 616   | 95     | 842   | 632   | 632   | 95     | 842   | 682   | 682   | 682   |    |
| Starvation Cap Reductn  | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Spillback Cap Reductn   | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Storage Cap Reductn     | 0      | 0     | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0      | 0     | 0     | 0     | 0     |    |
| Reduced v/c Ratio       | 0.94   | 1.22  | 0.28  | 0.51  | 0.51  | 1.95   | 0.91  | 0.53  | 0.53  | 0.84   | 0.49  | 0.59  | 0.59  | 0.59  |    |

Intersection Summary

Area Type: Other  
 Cycle Length: 117  
 Actuated Cycle Length: 79.6  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.95  
 Intersection Signal Delay: 75.4  
 Intersection LOS: E  
 Intersection Capacity Utilization 78.4%  
 ICU Level of Service: D  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 86.5  
 70th %ile Actuated Cycle: 82.3  
 50th %ile Actuated Cycle: 79.7  
 30th %ile Actuated Cycle: 76.3  
 10th %ile Actuated Cycle: 73.1  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: VFW Parkway & Bridge Street/Spring Street

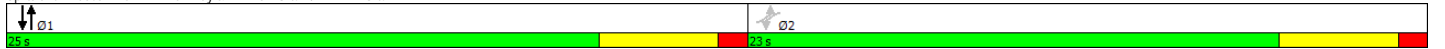


| Lane Group              | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|------|------|-------|------|------|------|-------|------|------|-------|------|
| Lane Configurations     | ↔     | ↔    | ↔    | ↔     | ↔    | ↔    | ↔    | ↕     | ↕    | ↔    | ↔     | ↔    |
| Traffic Volume (vph)    | 143   | 0    | 0    | 10    | 0    | 0    | 0    | 1048  | 0    | 0    | 678   | 0    |
| Future Volume (vph)     | 143   | 0    | 0    | 10    | 0    | 0    | 0    | 1048  | 0    | 0    | 678   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 |
| Fit                     |       |      |      |       |      |      |      |       |      |      |       |      |
| Fit Protected           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (prot)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3574  | 0    |
| Fit Permitted           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (perm)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3574  | 0    |
| Right Turn on Red       |       |      | Yes  |       |      | Yes  |      |       | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |       |      |      |       |      |      |      |       |      |      |       |      |
| Link Speed (mph)        |       | 30   |      |       | 30   |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |       | 89   |      |       | 80   |      |      | 864   |      |      | 314   |      |
| Travel Time (s)         |       | 2.0  |      |       | 1.8  |      |      | 19.6  |      |      | 7.1   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.97  | 0.97 | 0.97 | 0.98 | 0.98  | 0.98 | 0.97 | 0.97  | 0.97 |
| Heavy Vehicles (%)      | 2%    | 2%   | 2%   | 0%    | 0%   | 0%   | 0%   | 1%    | 0%   | 0%   | 1%    | 0%   |
| Adj. Flow (vph)         | 155   | 0    | 0    | 10    | 0    | 0    | 0    | 1069  | 0    | 0    | 699   | 0    |
| Shared Lane Traffic (%) |       |      |      |       |      |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 155   | 0    | 0    | 10    | 0    | 0    | 0    | 1069  | 0    | 0    | 699   | 0    |
| Turn Type               | Perm  |      |      | Perm  |      |      |      | NA    |      |      | NA    |      |
| Protected Phases        |       |      |      |       |      |      |      | 1     |      |      | 1     |      |
| Permitted Phases        | 2     |      |      | 2     |      |      |      |       |      |      |       |      |
| Detector Phase          | 2     |      |      | 2     |      |      |      | 1     |      |      | 1     |      |
| Switch Phase            |       |      |      |       |      |      |      |       |      |      |       |      |
| Minimum Initial (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Minimum Split (s)       | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (s)         | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (%)         | 47.9% |      |      | 47.9% |      |      |      | 52.1% |      |      | 52.1% |      |
| Maximum Green (s)       | 18.0  |      |      | 18.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Yellow Time (s)         | 4.0   |      |      | 4.0   |      |      |      | 4.0   |      |      | 4.0   |      |
| All-Red Time (s)        | 1.0   |      |      | 1.0   |      |      |      | 1.0   |      |      | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Lost Time (s)     | 5.0   |      |      | 5.0   |      |      |      | 5.0   |      |      | 5.0   |      |
| Lead/Lag                | Lag   |      |      | Lag   |      |      |      | Lead  |      |      | Lead  |      |
| Lead-Lag Optimize?      | Yes   |      |      | Yes   |      |      |      | Yes   |      |      | Yes   |      |
| Vehicle Extension (s)   | 3.0   |      |      | 3.0   |      |      |      | 3.0   |      |      | 3.0   |      |
| Recall Mode             | Min   |      |      | Min   |      |      |      | Min   |      |      | Min   |      |
| Act Effct Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Actuated g/C Ratio      | 0.33  |      |      | 0.33  |      |      |      | 0.44  |      |      | 0.44  |      |
| v/c Ratio               | 0.26  |      |      | 0.02  |      |      |      | 0.67  |      |      | 0.44  |      |
| Control Delay           | 12.5  |      |      | 10.2  |      |      |      | 12.6  |      |      | 9.7   |      |
| Queue Delay             | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Delay             | 12.5  |      |      | 10.2  |      |      |      | 12.6  |      |      | 9.7   |      |
| LOS                     | B     |      |      | B     |      |      |      | B     |      |      | A     |      |
| Approach Delay          |       | 12.5 |      |       | 10.2 |      |      | 12.6  |      |      | 9.7   |      |
| Approach LOS            |       | B    |      |       | B    |      |      | B     |      |      | A     |      |
| 90th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 90th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 70th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 70th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 50th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 50th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 30th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 30th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 10th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 10th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| Queue Length 50th (ft)  | 28    |      |      | 2     |      |      |      | 106   |      |      | 60    |      |
| Queue Length 95th (ft)  | 61    |      |      | 9     |      |      |      | 159   |      |      | 94    |      |
| Internal Link Dist (ft) |       | 9    |      |       | 1    |      |      | 784   |      |      | 234   |      |
| Turn Bay Length (ft)    |       |      |      |       |      |      |      |       |      |      |       |      |
| Base Capacity (vph)     | 708   |      |      | 722   |      |      |      | 1588  |      |      | 1588  |      |
| Starvation Cap Reductn  | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Spillback Cap Reductn   | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Storage Cap Reductn     | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Reduced v/c Ratio       | 0.22  |      |      | 0.01  |      |      |      | 0.67  |      |      | 0.44  |      |

Intersection Summary

Area Type: Other  
 Cycle Length: 48  
 Actuated Cycle Length: 45  
 Natural Cycle: 50  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 11.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 43.9%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 45  
 70th %ile Actuated Cycle: 45  
 50th %ile Actuated Cycle: 45  
 30th %ile Actuated Cycle: 45  
 10th %ile Actuated Cycle: 45

Splits and Phases: 6: VFW Parkway & VFW SB U-turn/VFW NB U-turn





| Movement                          | EBL   | EBR  | NBL                  | NBT  | SBT  | SBR  |
|-----------------------------------|-------|------|----------------------|------|------|------|
| Lane Configurations               |       | ↖    |                      | ↕    | ↕    |      |
| Traffic Volume (veh/h)            | 0     | 10   | 0                    | 1253 | 712  | 10   |
| Future Volume (Veh/h)             | 0     | 10   | 0                    | 1253 | 712  | 10   |
| Sign Control                      | Stop  |      |                      | Free | Free |      |
| Grade                             | 0%    |      |                      | 0%   | 0%   |      |
| Peak Hour Factor                  | 0.50  | 0.50 | 0.98                 | 0.98 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 20   | 0                    | 1279 | 734  | 10   |
| Pedestrians                       |       |      |                      |      |      |      |
| Lane Width (ft)                   |       |      |                      |      |      |      |
| Walking Speed (ft/s)              |       |      |                      |      |      |      |
| Percent Blockage                  |       |      |                      |      |      |      |
| Right turn flare (veh)            |       |      |                      |      |      |      |
| Median type                       |       |      | None                 | None |      |      |
| Median storage (veh)              |       |      |                      |      |      |      |
| Upstream signal (ft)              |       |      |                      | 982  |      |      |
| pX, platoon unblocked             | 0.94  | 0.94 | 0.94                 |      |      |      |
| vC, conflicting volume            | 1378  | 372  | 744                  |      |      |      |
| vC1, stage 1 conf vol             |       |      |                      |      |      |      |
| vC2, stage 2 conf vol             |       |      |                      |      |      |      |
| vCu, unblocked vol                | 1275  | 204  | 600                  |      |      |      |
| tC, single (s)                    | 6.8   | 6.9  | 4.1                  |      |      |      |
| tC, 2 stage (s)                   |       |      |                      |      |      |      |
| tF (s)                            | 3.5   | 3.3  | 2.2                  |      |      |      |
| pD queue free %                   | 100   | 97   | 100                  |      |      |      |
| cM capacity (veh/h)               | 152   | 760  | 928                  |      |      |      |
| Direction, Lane #                 | EB 1  | NB 1 | NB 2                 | SB 1 | SB 2 |      |
| Volume Total                      | 20    | 640  | 640                  | 489  | 255  |      |
| Volume Left                       | 0     | 0    | 0                    | 0    | 0    |      |
| Volume Right                      | 20    | 0    | 0                    | 0    | 10   |      |
| cSH                               | 760   | 1700 | 1700                 | 1700 | 1700 |      |
| Volume to Capacity                | 0.03  | 0.38 | 0.38                 | 0.29 | 0.15 |      |
| Queue Length 95th (ft)            | 2     | 0    | 0                    | 0    | 0    |      |
| Control Delay (s)                 | 9.9   | 0.0  | 0.0                  | 0.0  | 0.0  |      |
| Lane LOS                          | A     |      |                      |      |      |      |
| Approach Delay (s)                | 9.9   | 0.0  |                      | 0.0  |      |      |
| Approach LOS                      | A     |      |                      |      |      |      |
| Intersection Summary              |       |      |                      |      |      |      |
| Average Delay                     | 0.1   |      |                      |      |      |      |
| Intersection Capacity Utilization | 38.0% |      | ICU Level of Service |      | A    |      |
| Analysis Period (min)             | 15    |      |                      |      |      |      |

| Movement                          | EBL   | EBR   | NBL  | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|-------|------|----------------------|------|------|
| Lane Configurations               |       | ↖     |      | ↕                    | ↕    |      |
| Traffic Volume (veh/h)            | 0     | 64    | 0    | 1253                 | 702  | 20   |
| Future Volume (Veh/h)             | 0     | 64    | 0    | 1253                 | 702  | 20   |
| Sign Control                      | Yield |       |      | Free                 | Free |      |
| Grade                             | 0%    |       |      | 0%                   | 0%   |      |
| Peak Hour Factor                  | 0.92  | 0.92  | 0.99 | 0.99                 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 70    | 0    | 1266                 | 724  | 21   |
| Pedestrians                       |       |       |      |                      |      |      |
| Lane Width (ft)                   |       |       |      |                      |      |      |
| Walking Speed (ft/s)              |       |       |      |                      |      |      |
| Percent Blockage                  |       |       |      |                      |      |      |
| Right turn flare (veh)            |       |       |      |                      |      |      |
| Median type                       |       |       | None | None                 |      |      |
| Median storage (veh)              |       |       |      |                      |      |      |
| Upstream signal (ft)              |       |       |      |                      |      |      |
| pX, platoon unblocked             |       |       |      |                      |      |      |
| vC, conflicting volume            | 1368  | 372   | 745  |                      |      |      |
| vC1, stage 1 conf vol             |       |       |      |                      |      |      |
| vC2, stage 2 conf vol             |       |       |      |                      |      |      |
| vCu, unblocked vol                | 1368  | 372   | 745  |                      |      |      |
| tC, single (s)                    | 6.8   | 6.9   | 4.1  |                      |      |      |
| tC, 2 stage (s)                   |       |       |      |                      |      |      |
| tF (s)                            | 3.5   | 3.3   | 2.2  |                      |      |      |
| pD queue free %                   | 100   | 89    | 100  |                      |      |      |
| cM capacity (veh/h)               | 138   | 625   | 872  |                      |      |      |
| Direction, Lane #                 | EB 1  | NB 1  | NB 2 | SB 1                 | SB 2 |      |
| Volume Total                      | 70    | 633   | 633  | 483                  | 262  |      |
| Volume Left                       | 0     | 0     | 0    | 0                    | 0    |      |
| Volume Right                      | 70    | 0     | 0    | 0                    | 21   |      |
| cSH                               | 625   | 1700  | 1700 | 1700                 | 1700 |      |
| Volume to Capacity                | 0.11  | 0.37  | 0.37 | 0.28                 | 0.15 |      |
| Queue Length 95th (ft)            | 9     | 0     | 0    | 0                    | 0    |      |
| Control Delay (s)                 | 11.5  | 0.0   | 0.0  | 0.0                  | 0.0  |      |
| Lane LOS                          | B     |       |      |                      |      |      |
| Approach Delay (s)                | 11.5  | 0.0   |      | 0.0                  |      |      |
| Approach LOS                      | B     |       |      |                      |      |      |
| Intersection Summary              |       |       |      |                      |      |      |
| Average Delay                     |       | 0.4   |      |                      |      |      |
| Intersection Capacity Utilization |       | 38.0% |      | ICU Level of Service | A    |      |
| Analysis Period (min)             |       | 15    |      |                      |      |      |

| Lane Group              | EBL    | EBT   | EBR  | WBL   | WBT   | WBR  | NBU    | NBL   | NBT   | NBR   | SBU    | SBL   | SBT   | SBR   | Ø8    |
|-------------------------|--------|-------|------|-------|-------|------|--------|-------|-------|-------|--------|-------|-------|-------|-------|
| Lane Configurations     | ↔      | ↔     | ↔    | ↔     | ↔     | ↔    | ↔      | ↔     | ↔     | ↔     | ↔      | ↔     | ↔     | ↔     |       |
| Traffic Volume (vph)    | 259    | 273   | 62   | 279   | 335   | 42   | 86     | 163   | 514   | 313   | 52     | 183   | 628   | 336   |       |
| Future Volume (vph)     | 259    | 273   | 62   | 279   | 335   | 42   | 86     | 163   | 514   | 313   | 52     | 183   | 628   | 336   |       |
| Ideal Flow (vphpl)      | 1900   | 1900  | 1900 | 1900  | 1900  | 1900 | 1900   | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  |       |
| Storage Length (ft)     | 0      |       | 150  | 0     |       | 90   |        | 0     |       | 350   |        | 0     |       | 200   |       |
| Storage Lanes           | 1      |       | 0    | 1     |       | 0    |        | 1     |       | 1     |        | 1     |       | 1     |       |
| Taper Length (ft)       | 25     |       |      | 25    |       |      |        | 25    |       |       |        | 25    |       |       |       |
| Lane Util. Factor       | 0.95   | 0.95  | 1.00 | 1.00  | 1.00  | 1.00 | 0.95   | 1.00  | 0.95  | 1.00  | 0.95   | 1.00  | 0.95  | 1.00  |       |
| Ped Bike Factor         |        | 1.00  |      |       |       |      |        |       |       |       |        |       |       |       |       |
| Frt                     |        | 0.974 |      |       | 0.983 |      |        |       |       | 0.850 |        |       |       |       | 0.850 |
| Flt Protected           | 0.950  | 0.996 |      | 0.950 |       |      |        | 0.950 |       |       |        | 0.950 |       |       |       |
| Satd. Flow (prot)       | 1715   | 1738  | 0    | 1805  | 1868  | 0    | 0      | 1793  | 3610  | 1615  | 0      | 1791  | 3610  | 1599  |       |
| Flt Permitted           | 0.950  | 0.996 |      | 0.950 |       |      |        | 0.889 |       |       |        | 0.889 |       |       |       |
| Satd. Flow (perm)       | 1715   | 1738  | 0    | 1805  | 1868  | 0    | 0      | 1678  | 3610  | 1615  | 0      | 1676  | 3610  | 1599  |       |
| Right Turn on Red       |        |       | Yes  |       |       | Yes  |        |       | Yes   |       |        |       | Yes   |       |       |
| Satd. Flow (RTOR)       |        | 7     |      |       | 5     |      |        |       | 323   |       |        |       |       | 335   |       |
| Link Speed (mph)        |        | 30    |      |       | 30    |      |        |       | 30    |       |        |       | 30    |       |       |
| Link Distance (ft)      |        | 365   |      |       | 484   |      |        |       | 982   |       |        |       | 398   |       |       |
| Travel Time (s)         |        | 8.3   |      |       | 11.0  |      |        |       | 22.3  |       |        |       | 9.0   |       |       |
| Confl. Bikes (#/hr)     |        |       | 1    |       |       |      |        |       |       |       |        |       |       |       |       |
| Peak Hour Factor        | 0.95   | 0.95  | 0.95 | 0.95  | 0.95  | 0.95 | 0.97   | 0.97  | 0.97  | 0.97  | 0.96   | 0.96  | 0.96  | 0.96  |       |
| Heavy Vehicles (%)      | 0%     | 0%    | 3%   | 0%    | 0%    | 0%   | 0%     | 1%    | 0%    | 0%    | 0%     | 1%    | 0%    | 1%    |       |
| Adj. Flow (vph)         | 273    | 287   | 65   | 294   | 353   | 44   | 89     | 168   | 530   | 323   | 54     | 191   | 654   | 350   |       |
| Shared Lane Traffic (%) | 10%    |       |      |       |       |      |        |       |       |       |        |       |       |       |       |
| Lane Group Flow (vph)   | 246    | 379   | 0    | 294   | 397   | 0    | 0      | 257   | 530   | 323   | 0      | 245   | 654   | 350   |       |
| Turn Type               | custom | NA    |      | Split | NA    |      | custom | Prot  | NA    | Perm  | custom | Prot  | NA    | Perm  |       |
| Protected Phases        | 4      | 4     |      | 3     | 3     |      |        | 1     | 6     |       |        | 5     | 2     |       | 8     |
| Permitted Phases        | 4      |       |      |       |       |      |        |       | 6     | 5     |        |       |       | 2     |       |
| Detector Phase          | 4      | 4     |      | 3     | 3     |      |        | 1     | 1     | 6     |        | 5     | 2     | 2     |       |
| Switch Phase            |        |       |      |       |       |      |        |       |       |       |        |       |       |       |       |
| Minimum Initial (s)     | 6.0    | 6.0   |      | 6.0   | 6.0   |      | 1.0    | 1.0   | 14.0  | 14.0  | 3.0    | 3.0   | 14.0  | 14.0  | 5.0   |
| Minimum Split (s)       | 22.5   | 22.5  |      | 32.0  | 32.0  |      | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |
| Total Split (s)         | 22.5   | 22.5  |      | 32.0  | 32.0  |      | 9.5    | 9.5   | 22.5  | 22.5  | 9.5    | 9.5   | 22.5  | 22.5  | 30.5  |
| Total Split (%)         | 19.2%  | 19.2% |      | 27.4% | 27.4% |      | 8.1%   | 8.1%  | 19.2% | 19.2% | 8.1%   | 8.1%  | 19.2% | 19.2% | 26%   |
| Maximum Green (s)       | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 26.0  |
| Yellow Time (s)         | 3.5    | 3.5   |      | 4.5   | 4.5   |      | 4.0    | 4.0   | 3.0   | 3.0   | 4.0    | 4.0   | 3.0   | 3.0   | 3.5   |
| All-Red Time (s)        | 3.0    | 3.0   |      | 1.5   | 1.5   |      | 1.0    | 1.0   | 1.0   | 1.0   | 1.0    | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s)    | 0.0    | 0.0   |      | 0.0   | 0.0   |      | 0.0    | 0.0   | 0.0   | 0.0   |        | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)     | 6.5    | 6.5   |      | 6.0   | 6.0   |      | 5.0    | 4.0   | 4.0   |       |        | 5.0   | 4.0   | 4.0   |       |
| Lead/Lag                | Lag    | Lag   |      | Lead  | Lead  |      | Lead   | Lead  | Lag   | Lag   | Lead   | Lead  | Lag   | Lag   |       |
| Lead-Lag Optimize?      | Yes    | Yes   |      | Yes   | Yes   |      | Yes    | Yes   | Yes   | Yes   | Yes    | Yes   | Yes   | Yes   |       |
| Vehicle Extension (s)   | 3.0    | 3.0   |      | 3.0   | 3.0   |      | 3.0    | 3.0   | 3.0   | 3.0   | 3.0    | 3.0   | 3.0   | 3.0   | 3.0   |
| Recall Mode             | None   | None  |      | None  | None  |      | None   | None  | Min   | Min   | None   | None  | Min   | Min   | None  |
| Walk Time (s)           |        |       |      | 6.0   | 6.0   |      |        |       | 6.0   | 6.0   |        |       | 6.0   | 6.0   | 6.0   |
| Flash Dont Walk (s)     |        |       |      | 20.0  | 20.0  |      |        |       | 12.0  | 12.0  |        |       | 12.0  | 12.0  | 20.0  |
| Pedestrian Calls (#/hr) |        |       |      | 0     | 0     |      |        |       | 0     | 0     |        |       | 0     | 0     | 0     |
| Act Effct Green (s)     | 16.0   | 16.0  |      | 24.6  | 24.6  |      |        | 4.5   | 18.5  | 18.5  |        | 4.5   | 18.5  | 18.5  |       |
| Actuated g/C Ratio      | 0.19   | 0.19  |      | 0.29  | 0.29  |      |        | 0.05  | 0.22  | 0.22  |        | 0.05  | 0.22  | 0.22  |       |
| v/c Ratio               | 0.76   | 1.14  |      | 0.56  | 0.73  |      |        | 2.92  | 0.68  | 0.54  |        | 2.78  | 0.83  | 0.57  |       |
| Control Delay           | 50.5   | 127.5 |      | 30.5  | 35.8  |      |        | 906.5 | 35.9  | 7.2   |        | 849.7 | 43.1  | 8.4   |       |
| Queue Delay             | 0.0    | 0.0   |      | 0.0   | 0.0   |      |        | 0.0   | 0.0   | 0.0   |        | 0.0   | 0.0   | 0.0   |       |
| Total Delay             | 50.5   | 127.5 |      | 30.5  | 35.8  |      |        | 906.5 | 35.9  | 7.2   |        | 849.7 | 43.1  | 8.4   |       |
| LOS                     | D      | F     |      | C     | D     |      |        | F     | D     | A     |        | F     | D     | A     |       |
| Approach Delay          |        | 97.2  |      |       | 33.6  |      |        |       | 229.1 |       |        |       | 191.6 |       |       |
| Approach LOS            |        | F     |      |       | C     |      |        |       | F     |       |        |       | F     |       |       |
| 90th %ile Green (s)     | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 90th %ile Term Code     | Max    | Max   |      | Max   | Max   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |
| 70th %ile Green (s)     | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 70th %ile Term Code     | Max    | Max   |      | Max   | Max   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |
| 50th %ile Green (s)     | 16.0   | 16.0  |      | 26.0  | 26.0  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 50th %ile Term Code     | Max    | Max   |      | Max   | Max   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |
| 30th %ile Green (s)     | 16.0   | 16.0  |      | 25.3  | 25.3  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 30th %ile Term Code     | Max    | Max   |      | Gap   | Gap   |      | Max    | Max   | Max   | Max   | Max    | Max   | Max   | Max   | Skip  |
| 10th %ile Green (s)     | 16.0   | 16.0  |      | 20.1  | 20.1  |      | 4.5    | 4.5   | 18.5  | 18.5  | 4.5    | 4.5   | 18.5  | 18.5  | 0.0   |
| 10th %ile Term Code     | Max    | Max   |      | Gap   | Gap   |      | Max    | Max   | Hold  | Hold  | Max    | Max   | Max   | Max   | Skip  |
| Queue Length 50th (ft)  | 135    | -257  |      | 133   | 188   |      |        | -245  | 141   | 0     |        | -231  | 181   | 7     |       |
| Queue Length 95th (ft)  | #256   | #441  |      | 212   | 290   |      |        | #390  | 195   | 66    |        | #374  | #269  | 79    |       |
| Internal Link Dist (ft) |        | 285   |      |       | 404   |      |        |       | 902   |       |        |       | 318   |       |       |
| Turn Bay Length (ft)    |        |       |      |       |       |      |        |       |       | 350   |        |       |       | 200   |       |
| Base Capacity (vph)     | 322    | 332   |      | 551   | 573   |      |        | 88    | 784   | 603   |        | 88    | 784   | 609   |       |
| Starvation Cap Reductn  | 0      | 0     |      | 0     | 0     |      |        | 0     | 0     | 0     |        | 0     | 0     | 0     |       |
| Spillback Cap Reductn   | 0      | 0     |      | 0     | 0     |      |        | 0     | 0     | 0     |        | 0     | 0     | 0     |       |
| Storage Cap Reductn     | 0      | 0     |      | 0     | 0     |      |        | 0     | 0     | 0     |        | 0     | 0     | 0     |       |
| Reduced v/c Ratio       | 0.76   | 1.14  |      | 0.53  | 0.69  |      |        | 2.92  | 0.68  | 0.54  |        | 2.78  | 0.83  | 0.57  |       |

Intersection Summary

Area Type: Other  
 Cycle Length: 117  
 Actuated Cycle Length: 85.2  
 Natural Cycle: 120  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 2.92  
 Intersection Signal Delay: 157.2  
 Intersection LOS: F  
 Intersection Capacity Utilization 85.1%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 86.5  
 70th %ile Actuated Cycle: 86.5  
 50th %ile Actuated Cycle: 86.5  
 30th %ile Actuated Cycle: 85.8  
 10th %ile Actuated Cycle: 80.6  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: VFW Parkway & Bridge Street/Spring Street



| Lane Group              | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-------------------------|-------|------|------|-------|------|------|------|-------|------|------|-------|------|
| Lane Configurations     |       |      |      |       |      |      |      |       |      |      |       |      |
| Traffic Volume (vph)    | 170   | 0    | 0    | 23    | 0    | 0    | 0    | 771   | 0    | 0    | 850   | 0    |
| Future Volume (vph)     | 170   | 0    | 0    | 23    | 0    | 0    | 0    | 771   | 0    | 0    | 850   | 0    |
| Ideal Flow (vphpl)      | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Lane Util. Factor       | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 |
| Fit                     |       |      |      |       |      |      |      |       |      |      |       |      |
| Fit Protected           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (prot)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3574  | 0    |
| Fit Permitted           | 0.950 |      |      | 0.950 |      |      |      |       |      |      |       |      |
| Satd. Flow (perm)       | 1770  | 0    | 0    | 1805  | 0    | 0    | 0    | 3574  | 0    | 0    | 3574  | 0    |
| Right Turn on Red       |       |      | Yes  |       |      | Yes  |      |       | Yes  |      |       | Yes  |
| Satd. Flow (RTOR)       |       |      |      |       |      |      |      |       |      |      |       |      |
| Link Speed (mph)        |       | 30   |      |       | 30   |      |      | 30    |      |      | 30    |      |
| Link Distance (ft)      |       | 89   |      |       | 80   |      |      | 864   |      |      | 314   |      |
| Travel Time (s)         |       | 2.0  |      |       | 1.8  |      |      | 19.6  |      |      | 7.1   |      |
| Peak Hour Factor        | 0.92  | 0.92 | 0.92 | 0.97  | 0.97 | 0.97 | 0.98 | 0.98  | 0.98 | 0.97 | 0.97  | 0.97 |
| Heavy Vehicles (%)      | 2%    | 2%   | 2%   | 0%    | 0%   | 0%   | 0%   | 1%    | 0%   | 0%   | 1%    | 0%   |
| Adj. Flow (vph)         | 185   | 0    | 0    | 24    | 0    | 0    | 0    | 787   | 0    | 0    | 876   | 0    |
| Shared Lane Traffic (%) |       |      |      |       |      |      |      |       |      |      |       |      |
| Lane Group Flow (vph)   | 185   | 0    | 0    | 24    | 0    | 0    | 0    | 787   | 0    | 0    | 876   | 0    |
| Turn Type               | Perm  |      |      | Perm  |      |      |      | NA    |      |      | NA    |      |
| Protected Phases        |       |      |      |       |      |      |      | 1     |      |      | 1     |      |
| Permitted Phases        | 2     |      |      | 2     |      |      |      |       |      |      |       |      |
| Detector Phase          | 2     |      |      | 2     |      |      |      | 1     |      |      | 1     |      |
| Switch Phase            |       |      |      |       |      |      |      |       |      |      |       |      |
| Minimum Initial (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Minimum Split (s)       | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (s)         | 23.0  |      |      | 23.0  |      |      |      | 25.0  |      |      | 25.0  |      |
| Total Split (%)         | 47.9% |      |      | 47.9% |      |      |      | 52.1% |      |      | 52.1% |      |
| Maximum Green (s)       | 18.0  |      |      | 18.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Yellow Time (s)         | 4.0   |      |      | 4.0   |      |      |      | 4.0   |      |      | 4.0   |      |
| All-Red Time (s)        | 1.0   |      |      | 1.0   |      |      |      | 1.0   |      |      | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Lost Time (s)     | 5.0   |      |      | 5.0   |      |      |      | 5.0   |      |      | 5.0   |      |
| Lead/Lag                | Lag   |      |      | Lag   |      |      |      | Lead  |      |      | Lead  |      |
| Lead-Lag Optimize?      | Yes   |      |      | Yes   |      |      |      | Yes   |      |      | Yes   |      |
| Vehicle Extension (s)   | 3.0   |      |      | 3.0   |      |      |      | 3.0   |      |      | 3.0   |      |
| Recall Mode             | Min   |      |      | Min   |      |      |      | Min   |      |      | Min   |      |
| Act Effct Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| Actuated g/C Ratio      | 0.33  |      |      | 0.33  |      |      |      | 0.44  |      |      | 0.44  |      |
| v/c Ratio               | 0.31  |      |      | 0.04  |      |      |      | 0.50  |      |      | 0.55  |      |
| Control Delay           | 13.0  |      |      | 10.5  |      |      |      | 10.3  |      |      | 10.9  |      |
| Queue Delay             | 0.0   |      |      | 0.0   |      |      |      | 0.0   |      |      | 0.0   |      |
| Total Delay             | 13.0  |      |      | 10.5  |      |      |      | 10.3  |      |      | 10.9  |      |
| LOS                     | B     |      |      | B     |      |      |      | B     |      |      | B     |      |
| Approach Delay          |       | 13.0 |      |       | 10.5 |      |      | 10.3  |      |      | 10.9  |      |
| Approach LOS            |       | B    |      |       | B    |      |      | B     |      |      | B     |      |
| 90th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 90th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 70th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 70th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 50th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 50th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 30th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 30th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| 10th %ile Green (s)     | 15.0  |      |      | 15.0  |      |      |      | 20.0  |      |      | 20.0  |      |
| 10th %ile Term Code     | Min   |      |      | Min   |      |      |      | Max   |      |      | Max   |      |
| Queue Length 50th (ft)  | 34    |      |      | 4     |      |      |      | 70    |      |      | 81    |      |
| Queue Length 95th (ft)  | 72    |      |      | 15    |      |      |      | 107   |      |      | 122   |      |
| Internal Link Dist (ft) |       | 9    |      |       | 1    |      |      | 784   |      |      | 234   |      |
| Turn Bay Length (ft)    |       |      |      |       |      |      |      |       |      |      |       |      |
| Base Capacity (vph)     | 708   |      |      | 722   |      |      |      | 1588  |      |      | 1588  |      |
| Starvation Cap Reductn  | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Spillback Cap Reductn   | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Storage Cap Reductn     | 0     |      |      | 0     |      |      |      | 0     |      |      | 0     |      |
| Reduced v/c Ratio       | 0.26  |      |      | 0.03  |      |      |      | 0.50  |      |      | 0.55  |      |

Intersection Summary

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 45

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.8

Intersection LOS: B

Intersection Capacity Utilization 39.8%

ICU Level of Service A

Analysis Period (min) 15

90th %ile Actuated Cycle: 45

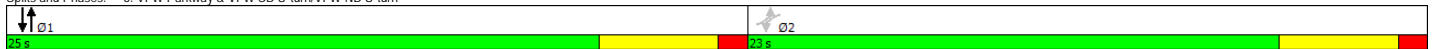
70th %ile Actuated Cycle: 45

50th %ile Actuated Cycle: 45

30th %ile Actuated Cycle: 45

10th %ile Actuated Cycle: 45

Splits and Phases: 6: VFW Parkway & VFW SB U-turn/VFW NB U-turn



| Movement                          | EBL   | EBR  | NBL                  | NBT  | SBT  | SBR  |
|-----------------------------------|-------|------|----------------------|------|------|------|
| Lane Configurations               |       | ↗    |                      | ↑↑   | ↑↘   |      |
| Traffic Volume (veh/h)            | 0     | 2    | 0                    | 1088 | 1054 | 17   |
| Future Volume (Veh/h)             | 0     | 2    | 0                    | 1088 | 1054 | 17   |
| Sign Control                      | Stop  |      |                      | Free | Free |      |
| Grade                             | 0%    |      |                      | 0%   | 0%   |      |
| Peak Hour Factor                  | 0.50  | 0.50 | 0.98                 | 0.98 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 4    | 0                    | 1110 | 1087 | 18   |
| Pedestrians                       |       |      |                      |      |      |      |
| Lane Width (ft)                   |       |      |                      |      |      |      |
| Walking Speed (ft/s)              |       |      |                      |      |      |      |
| Percent Blockage                  |       |      |                      |      |      |      |
| Right turn flare (veh)            |       |      |                      |      |      |      |
| Median type                       |       |      |                      | None | None |      |
| Median storage (veh)              |       |      |                      |      |      |      |
| Upstream signal (ft)              |       |      |                      |      | 982  |      |
| pX, platoon unblocked             | 0.84  | 0.84 | 0.84                 |      |      |      |
| vC, conflicting volume            | 1651  | 552  | 1105                 |      |      |      |
| vC1, stage 1 conf vol             |       |      |                      |      |      |      |
| vC2, stage 2 conf vol             |       |      |                      |      |      |      |
| vCu, unblocked vol                | 1392  | 83   | 741                  |      |      |      |
| tC, single (s)                    | 6.8   | 6.9  | 4.1                  |      |      |      |
| tC, 2 stage (s)                   |       |      |                      |      |      |      |
| tF (s)                            | 3.5   | 3.3  | 2.2                  |      |      |      |
| p0 queue free %                   | 100   | 100  | 100                  |      |      |      |
| cM capacity (veh/h)               | 114   | 811  | 734                  |      |      |      |
| Direction, Lane #                 | EB 1  | NB 1 | NB 2                 | SB 1 | SB 2 |      |
| Volume Total                      | 4     | 555  | 555                  | 725  | 380  |      |
| Volume Left                       | 0     | 0    | 0                    | 0    | 0    |      |
| Volume Right                      | 4     | 0    | 0                    | 0    | 18   |      |
| cSH                               | 811   | 1700 | 1700                 | 1700 | 1700 |      |
| Volume to Capacity                | 0.00  | 0.33 | 0.33                 | 0.43 | 0.22 |      |
| Queue Length 95th (ft)            | 0     | 0    | 0                    | 0    | 0    |      |
| Control Delay (s)                 | 9.5   | 0.0  | 0.0                  | 0.0  | 0.0  |      |
| Lane LOS                          | A     |      |                      |      |      |      |
| Approach Delay (s)                | 9.5   | 0.0  |                      | 0.0  |      |      |
| Approach LOS                      | A     |      |                      |      |      |      |
| Intersection Summary              |       |      |                      |      |      |      |
| Average Delay                     | 0.0   |      |                      |      |      |      |
| Intersection Capacity Utilization | 39.7% |      | ICU Level of Service |      | A    |      |
| Analysis Period (min)             | 15    |      |                      |      |      |      |

| Movement                          | EBL   | EBR  | NBL   | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|------|-------|----------------------|------|------|
| Lane Configurations               |       | ↖    |       | ↕                    | ↕    | ↗    |
| Traffic Volume (veh/h)            | 0     | 42   | 0     | 1096                 | 996  | 60   |
| Future Volume (Veh/h)             | 0     | 42   | 0     | 1096                 | 996  | 60   |
| Sign Control                      | Yield |      |       | Free                 | Free |      |
| Grade                             | 0%    |      |       | 0%                   | 0%   |      |
| Peak Hour Factor                  | 0.92  | 0.92 | 0.99  | 0.99                 | 0.97 | 0.97 |
| Hourly flow rate (vph)            | 0     | 46   | 0     | 1107                 | 1027 | 62   |
| Pedestrians                       |       |      |       |                      |      |      |
| Lane Width (ft)                   |       |      |       |                      |      |      |
| Walking Speed (ft/s)              |       |      |       |                      |      |      |
| Percent Blockage                  |       |      |       |                      |      |      |
| Right turn flare (veh)            |       |      |       |                      |      |      |
| Median type                       |       |      |       | None                 | None |      |
| Median storage (veh)              |       |      |       |                      |      |      |
| Upstream signal (ft)              |       |      |       |                      |      |      |
| pX, platoon unblocked             |       |      |       |                      |      |      |
| vC, conflicting volume            | 1612  | 544  | 1089  |                      |      |      |
| vC1, stage 1 conf vol             |       |      |       |                      |      |      |
| vC2, stage 2 conf vol             |       |      |       |                      |      |      |
| vCu, unblocked vol                | 1612  | 544  | 1089  |                      |      |      |
| tC, single (s)                    | 6.8   | 6.9  | 4.1   |                      |      |      |
| tC, 2 stage (s)                   |       |      |       |                      |      |      |
| tF (s)                            | 3.5   | 3.3  | 2.2   |                      |      |      |
| p0 queue free %                   | 100   | 90   | 100   |                      |      |      |
| cM capacity (veh/h)               | 95    | 483  | 648   |                      |      |      |
| Direction, Lane #                 | EB 1  | NB 1 | NB 2  | SB 1                 | SB 2 |      |
| Volume Total                      | 46    | 554  | 554   | 685                  | 404  |      |
| Volume Left                       | 0     | 0    | 0     | 0                    | 0    |      |
| Volume Right                      | 46    | 0    | 0     | 0                    | 62   |      |
| cSH                               | 483   | 1700 | 1700  | 1700                 | 1700 |      |
| Volume to Capacity                | 0.10  | 0.33 | 0.33  | 0.40                 | 0.24 |      |
| Queue Length 95th (ft)            | 8     | 0    | 0     | 0                    | 0    |      |
| Control Delay (s)                 | 13.2  | 0.0  | 0.0   | 0.0                  | 0.0  |      |
| Lane LOS                          | B     |      |       |                      |      |      |
| Approach Delay (s)                | 13.2  | 0.0  |       | 0.0                  |      |      |
| Approach LOS                      | B     |      |       |                      |      |      |
| Intersection Summary              |       |      |       |                      |      |      |
| Average Delay                     |       |      | 0.3   |                      |      |      |
| Intersection Capacity Utilization |       |      | 39.4% | ICU Level of Service | A    |      |
| Analysis Period (min)             |       |      | 15    |                      |      |      |