

City of Perrysburg, Wood County, Ohio

Prepared for City of Perrysburg 201 W Indiana Avenue

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September 21, 2022

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1. EXECUTIVE SUMMARY

1a. Background

The study area lies within the City of Perrysburg, approximately one mile west of the downtown. The segment of US-20/SR-25 being studied is a four-lane, undivided roadway functionally classified as a Principal Arterial with a posted speed limit of 45 MPH. It serves as a regional connector linking the downtowns of the City of Perrysburg in Wood County to the City of Maumee across the Maumee River in Lucas County. US-20/SR-25 is commonly used as an alternative to other east-west routes such as I-80/I-90 and is one of the non-interstate routes that connect Wood and Lucas counties.

DGL Consulting Engineers, LLC (DGL) was commissioned by the City of Perrysburg to analyze the safety performance of US-20, Maumee Western Reserve Road, from the intersection of SR-25 to the city's corporation limits on the Maumee River. The primary focus of the study is to evaluate the safety performance of US-20 at the driveway entrance to Orleans Park on the north side of the roadway while also evaluating the safety performance of the intersection of US-20, SR-25, and W Front Street. The city has expressed interest in improving the existing park by increasing the number of amenities offered while preserving portions of the existing woodlands and wetland area. To confirm that the proposed park improvements will be an efficient use of available funds, the city wanted to pursue a study to ensure that traffic movements entering and exiting the park were safe for road users.

1b. Purpose & Need

According to the HSIP Priority Location List provided by ODOT, the only location within the study area that is listed is the intersection of US-20 and SR-25. This signalized intersection is ranked #881 for suburban intersections.

From 2017-2021, a total of 96 crashes occurred within the study area. According to ODOT's *Economic Crash Analysis Tool* (ECAT) the study area has a predicted crash frequency of 13.6 and an expected crash frequency of 17.1. Therefore, there is the potential for safety improvement.

1c. Overview of Possible Causes

Throughout the corridor, rear end crashes make up a majority of the crashes that occurred from 2017 to 2021 with a majority of crashes having a contributing factor of following too close. In terms of crash severity, the entire corridor had a crash result in injury approximately 30% of the time. One notable statistic is the intersection of US-20 & SR-25 had 46% of crashes occur on wet pavement, a higher percentage than dry pavement.

The travel lanes in the study area are 13 feet wide for the curb lanes and 12 feet for the inside travel lane. The intersections of Rapids Road and Orleans Park are minor road stop controlled while the intersection of US-20 & SR-25 is signalized.

The most prevalent contributing factor for crashes in the study area was following too close. This may be caused by the high-speed limit or the amount of traffic traveling through the corridor on a daily basis. There is a permanent counter, supplied by ODOT, on US-20 just west of the driveway for Orleans Park. Traffic count data was gathered for May 18th, 2022, with an AADT of 25,586.

1d. Recommended Countermeasures & Related Costs

Based on the results outlined in this study, the alternative that was found to offer the most positive outcomes is a Multi-Lane Roundabout at the intersection of US-20, SR-25, and W Front with the proposed connection to Southbound W Boundary. With this alternative, it can also be supplemented with pavement resurfacing to reduce the number of crashes that occur on wet pavement. This combination of alternatives offers the best results as it improves the average crash frequency of the corridor the most out of all of the alternatives presented and is the only alternative that is projected to operate at an acceptable Level of Service (LOS) for the intersection in the year 2042. While this alternative is projected to cost approximately \$5.8 million and is the most expensive out of the alternatives presented, it offers the most operational and safety benefits for the corridor.

2. PURPOSE & NEED

DGL Consulting Engineers, LLC (DGL) was commissioned by the City of Perrysburg to analyze the safety performance of US-20, Maumee Western Reserve Road, from the intersection of SR-25 to the city's corporation limits on the Maumee River. The primary focus of the study is to evaluate the safety performance of US-20 at the driveway entrance to Orleans Park on the north side of the roadway while also evaluating the safety performance of the intersection of US-20, SR-25, and W Front Street.

The city has expressed interest to improve the existing park by increasing the number of amenities offered while preserving portions of the existing woodlands and wetland area. To confirm that the proposed park improvements will be an efficient use of available funds, the city wanted to pursue a study to ensure that traffic movements entering and exiting the park were safe for road users. In terms of the entrance to Orleans Park on US-20, the city expressed concerns regarding sight distance issues to the East and West of the park driveway as the segment being studied transitions from a mainly east-west travel direction at the driveway to a northeast-southwest travel direction to the east, and mainly a north-south travel direction to the west at the bridge.

Another concern brought forward by the city is the ability for vehicles to exit the park driveway given the amount of traffic present on US-20, especially during peak hours. Orleans Park currently has a boat launch onto the Maumee River toward the back of the park, behind the water treatment plant. Therefore, the likelihood of trucks with trailers entering and exiting this driveway is greater than the average study location and will be a major consideration throughout the study.

According to ODOT's GIS Crash Analysis Tool, a total of 96 crashes occurred within the stated study area from 2017-2021. The high frequency of crashes has contributed to the intersection of Maumee Western Reserve (US-20/SR-25), W Front, and W Boundary (SR-25) being ranked as the #881 suburban intersection on ODOT's HSIP Priority Location List. Using ODOT's *Economic Crash Analysis Tool* (ECAT), the study area has a predicted crash frequency of 13.6 and an expected crash frequency of 17.1 which suggests that there is the potential for safety improvement.

3. EXISTING CONDITIONS & BACKGROUND

The study area lies within the City of Perrysburg, approximately one mile west of the downtown. The segment of US-20/SR-25 being studied is a four-lane, undivided roadway functionally classified as a Principal Arterial with a posted speed limit of 45 MPH. It serves as a regional connector linking the downtowns of the City of Perrysburg to the City of Maumee across the Maumee River in Lucas County. US-20/SR-25 is commonly used as an alternative to other east-west routes such as I-80/I-90 and is one of the non-interstate routes that connect Wood and Lucas counties. The City of Perrysburg is one of the areas within the TMACOG region that continues to experience growth in business, population, and industrial development.

Included in the study area, is the intersection of US-20 and SR-25 which is a four-leg, signalized intersection. Similar to US-20, SR-25 is functionally classified as a Principal Arterial but has a posted speed limit of 40 MPH. While SR-25 primarily serves residential neighborhoods near the intersection with US-20, further south SR-25 serves a major commercial corridor which includes three car dealerships, a hospital, restaurants, and the Town Center at Levis Commons. According to ODOT's Highway Safety Improvement Program, this intersection ranks #881 for priority locations.

It should be noted that due to the study area's proximity to the Maumee River, portions of the roadway, most notably north of the US-20/SR-25, are as close as 50 feet to flood zones, according to FEMA. The boundaries of these flood zones are shown in the following figure.

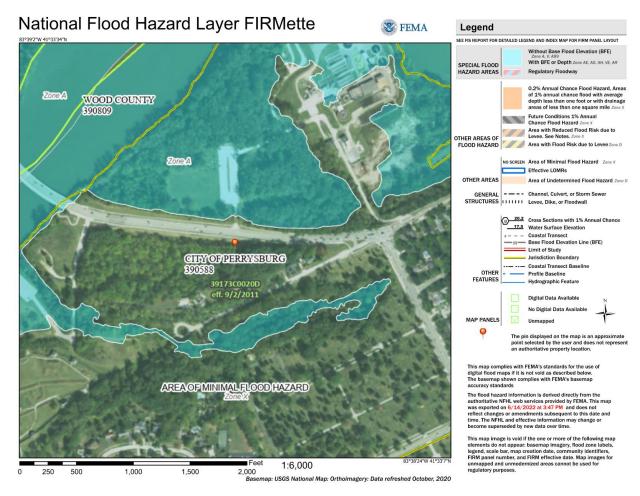


Figure 1 FEMA Firm Map

3a. Study Area Speed Limits

One aspect of the study that should be noted is the number of times a driver will experience changes in speed limits when entering, exiting, and traveling through the study area. East of the US-20 and SR-25 intersection, US-20 has a posted speed limit of 35 MPH and connects to the downtown of Perrysburg. As noted previously, the SR-25 approach to the intersection has a posted speed limit of 40 MPH and the western segment of the US-20 approach has a posted speed limit of 45 MPH. When driving westbound on US-20 toward the City of Maumee, the speed limit drops to 35 MPH on the bridge and then drops again to 25 MPH at Maumee's Downtown District where the city has pursued a streetscape projects that reduced the previous four lane roadway to three The speed limit sign locations can be seen in *Figure 2* to give added context.



Figure 2 Maumee Western Reserve Corridor Speed Limits

3b. Existing Intersection Sight Distance

Prior to conducting the study, it was noted by the City of Perrysburg personnel that sight distance, particularly to the east, is an issue when drivers try to exit Orleans Park onto US-20. While the western half of the corridor doesn't have any notable sight distance concerns besides limited overgrowth, the eastern portion of US-20 slightly curves to the north when approaching the intersection with SR-25. This curve, when coupled with dense vegetation on the northern side of US-20 close to the sidewalk, creates sight distance issues and may inhibit a driver's ability to adequately judge gaps for the westbound, oncoming traffic. Therefore, DGL conducted a sight distance analysis for the driveway to Orleans Park to determine if the existing conditions are adequate based on standards outlined in the Location & Design Manual.

This analysis utilized the Intersection Sight Distance (ISD) metric that is included in the Location & Design Manual. As stated on ODOT's website, ISD is "the distance a motorist should be able to see other traffic operating on the intersecting roadway in order to enter or cross the roadway safely and to avoid or stop short of any unexpected conflicts in the intersection area

Because of the roadway geometry and the vegetation along the north side of US-20, there are two locations on the driveway that will be analyzed. It should be noted that there is no stop bar present on the driveway to Orleans Park. From an engineering perspective, vehicles should stop to check for gaps in traffic before the sidewalk. However, it was observed, through video and site visits, that almost every vehicle that exits Orleans Park onto US-20 stops in the driveway apron after the sidewalk. The existing sight distances for these two locations are included in the table below which also shows the ISD for various design speeds provided in the Location & Design Manual. Images taken by DGL staff are also included to provide added context to the sight distances for the existing conditions at Orleans Park. The sections of the Location & Design Manual used for this analysis, as well as other design standards used throughout this report, can be found in *Appendix A*.

| Table 1 Orleans Park Driveway Sight Distance Data | | | |
|---|-----------------------|--|--|
| Existing Condi | tions | | |
| West Leg Appr | roach | | |
| Location | Sight Distance (feet) | | |
| Behind Sidewalk (20 ft. from edge) | 982 | | |
| On Sidewalk (14 ft. from edge) | 1,180 | | |
| East Leg Approach | | | |
| Location | Sight Distance (feet) | | |
| Behind Sidewalk (20 ft. from edge) | 245 | | |
| On Sidewalk (14 ft. from edge) | 465 | | |

| Location & Design Standards | | | | |
|-----------------------------|----------------|----------------|--|--|
| Major Road | ISD (feet) for | ISD (feet) for | | |
| Design Speed (MPH) | Left Turn | Right Turn | | |
| 35 | 390 | 335 | | |
| 40 | 445 | 385 | | |
| 45 (Posted Speed Limit) | 500 | 430 | | |
| 50 (85th Percentile Speed) | 555 | 480 | | |

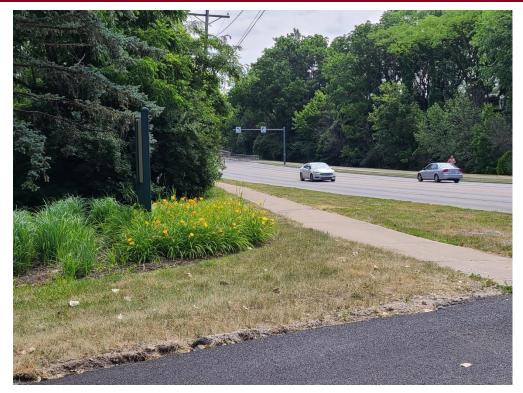


Figure 3 Orleans Park Driveway Sight Distance - Behind sidewalk, looking East



Figure 4 Orleans Park Drive Sight Distance - Behind sidewalk, looking West



Figure 5 Orleans Park Drive Sight Distance – On sidewalk, looking East

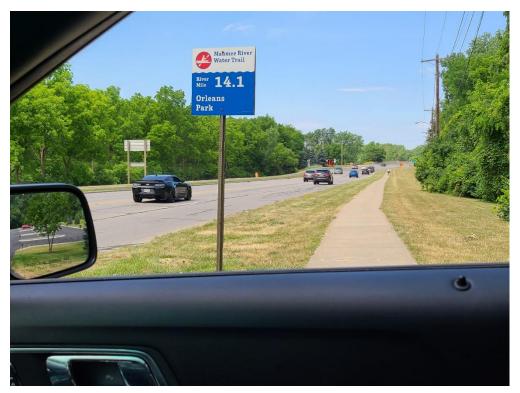


Figure 6 Orleans Park Drive Sight Distance - On sidewalk, looking West

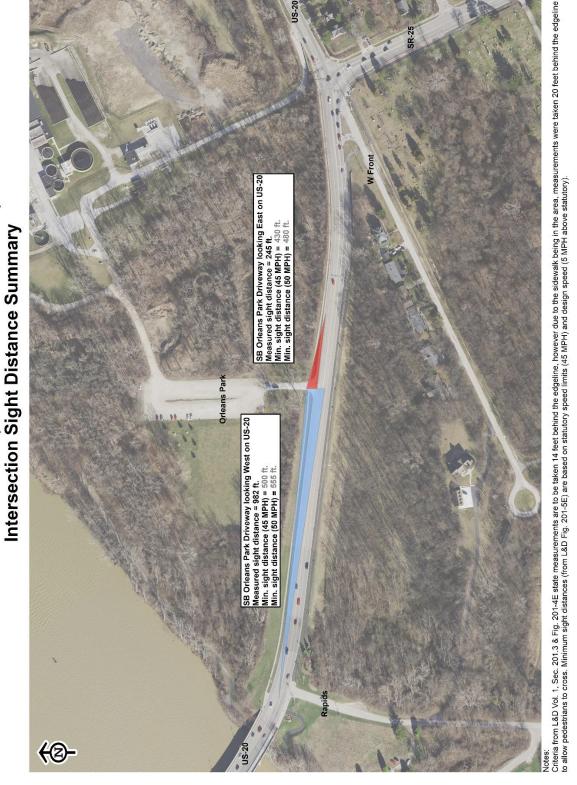


Figure 7 Orleans Park Driveway Intersection Sight Distance Summary

WOO-20-0.273 (Maumee Western Reserve)

4. TRAFFIC VOLUMES

According to ODOT's *Transportation Data Management System* (TDMS, or MS2), Annual Average Daily Traffic (AADT) information for each leg of the intersection of US-20 & SR-25, as well as the segment of US-20/SR-25 being studied, is shown in the table below during the most recent year traffic volume data was collected.

| Table 2 US-20 & SR-25 Traffic Volumes | | | | |
|---------------------------------------|-------------------|--------------------|-------------------|--|
| | US-20 West Leg | SR-25 South Leg | US-20 East Leg | |
| Year | 2022 | 2021 | 2021 | |
| AADT | 25,586 | 15,996 | 12,789 | |
| % Trucks | 2% | 2% | 1% | |

Turning movement counts were also conducted by DGL for the intersection of US-20 & SR-25 and the intersection of US-20 and the driveway for Orleans Park on Wednesday, 5/18/2022 to collect the traffic count data for the 9 highest hourly volumes (7:00-9:00, 11:00-13:00, and 15:00-20:00). The drive to the Wastewater Treatment Plant was included in the US-20 & SR-25 intersection count. It was desired to collect the traffic count data before the end of the school year so that school traffic was included. A summary of this traffic count data can be found in Appendix B.

Traffic was expanded to the Design Year 2042 using an annual growth rate of 0.6% collected from the ODOT SHIFT Tool.

Since the intersection of US-20 & SR-25 is already signalized, this study will evaluate the design criteria for a roundabout. For the intersection of US-20 and the Orleans Park driveway, the following countermeasures were considered during this study:

- All-way Stop Control
- Traffic Signal
- Two-Way-Left-Turn-Lane (TWLTL)
- Roundabout

The traffic volumes were analyzed to determine if any of the countermeasures met warrants. The warrant evaluations for each countermeasure followed the procedures according to the applicable various ODOT manuals, including the following:

- Location & Design Manual (L&D)
- Ohio Manual of Uniform Traffic Control Devices (OMUTCD)
- Traffic Engineering Manual (TEM)

A table comparing the results of the warrants for each countermeasure is provided below. Details of the warrant summaries for each countermeasure can be found in Appendix C.

| Table 3 US-20 & Orleans Park Driveway Intersection Countermeasures | | | | |
|--|----------------------------------|--|--|--|
| Countermeasure | Warrants Met | | | |
| All-way Stop Control | No ^A | | | |
| Traffic Signal | No ^B | | | |
| Left Turn Lane | Yes ^C | | | |
| Roundabout | Multi-lane Roundabout required D | | | |

^AThe vehicular volume for the major street approaches was above the warrant threshold, but the minor street approach does not meet the warrant threshold of at least 200 units per hour, as set forth in the OMUTCD Section 2B.07

^B Warrant 8, Roadway Network was the only signal warrant met based on the traffic counted. Warrant 8 cannot be used as the sole warrant in the analysis.

^c Left Turn Lanes were not warranted for a 4-lane Highway but were warranted for 2-lane Highways with any posted speed limit.

^D A Multi-lane Roundabout was suggested based on the thresholds stated in the L&D Figure 403-1 and confirmed through traffic modeling based on the results from the LOS/Delay analysis.

5. CRASH DATA

Since this study includes an approximately half-mile segment of US-20/SR-25 and the intersection of US-20, W Front and SR-25, each location's crash data will be presented separately to provide a more detailed and accurate picture of the crash trends. Crash data was gathered from 2017-2021 using ODOT's GIS Crash Analysis Tool (GCAT). Crash data was then evaluated to ensure the data presented is as accurate as possible. The locations of crashes can be seen in the following section called Collision Diagrams.

Table 4 US-20 & SR-25 Crash Data

| YEAR | CRASHES |
|------|---------|
| 2017 | 11 |
| 2018 | 13 |
| 2019 | 13 |
| 2020 | 12 |
| 2021 | 12 |

| | TYPE OF CRASH |
|-----|---------------------|
| 59% | Rear End |
| 16% | Fixed Object |
| 7% | Sideswipe - Passing |
| 7% | Left Turn |
| 5% | Right Turn |

| | TIME OF DAY | |
|-----|-------------|--|
| 62% | Day | |
| 38% | Night | |

| | CRASH SEVERITY |
|-----|----------------------|
| 72% | Property Damage Only |
| 28% | Injury |
| 0% | Fatal |

| | PAVEMENT CONDITION | | | |
|-----|--------------------|--|--|--|
| 46% | Wet | | | |
| 43% | Dry | | | |
| 5% | Snow | | | |
| 5% | Ice | | | |

| CONTRIBUTING FACTOR | | | | |
|---------------------|-----------------------|--|--|--|
| 54% | Following too close | | | |
| 18% | Other Improper Action | | | |
| 7% | Drove off Road | | | |
| 5% | Improper Lane Change | | | |
| 5% | Improper Turn | | | |

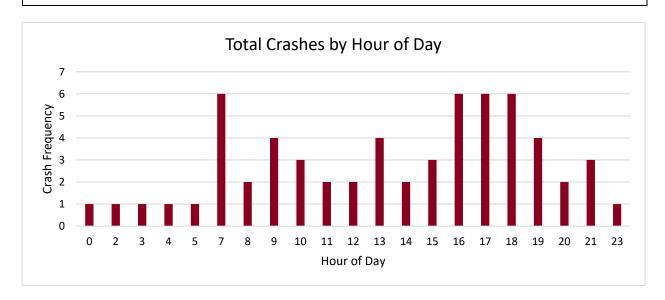


Table 5 US-20 (0.056 - 0.44) Crash Data

| YEAR | CRASHES |
|------|---------|
| 2017 | 7 |
| 2018 | 8 |
| 2019 | 5 |
| 2020 | 6 |
| 2021 | 9 |

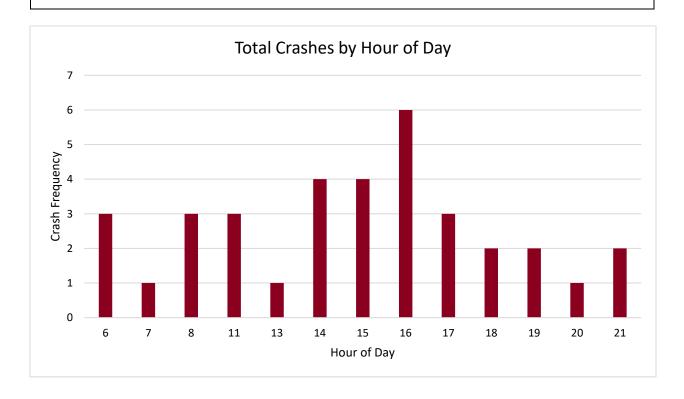
| | TYPE OF CRASH | | | |
|-----|-------------------------|--|--|--|
| 60% | Rear End | | | |
| 14% | Fixed Object | | | |
| 14% | 14% Sideswipe - Passing | | | |
| 3% | Pedalcycles | | | |
| 3% | Left Turn | | | |

| TIME OF DAY | | |
|-------------|-------|--|
| 91% | Day | |
| 9% | Night | |

| CRASH SEVERITY | | | |
|----------------|----------------------|--|--|
| 63% | Property Damage Only | | |
| 37% | Injury | | |
| 0% | Fatal | | |

| | PAVEMENT CONDITION | | | |
|-----|--------------------|--|--|--|
| 17% | Wet | | | |
| 71% | Dry | | | |
| 6% | Snow | | | |
| 6% | Ice | | | |

| CONTRIBUTING FACTOR | | | | |
|---------------------|-----------------------|--|--|--|
| 57% | Following too close | | | |
| 9% | Improper Lane Change | | | |
| 9% | Other Improper Action | | | |
| 6% | Drove off Road | | | |
| 6% | Failure to yield | | | |



COLLISION DIAGRAMS

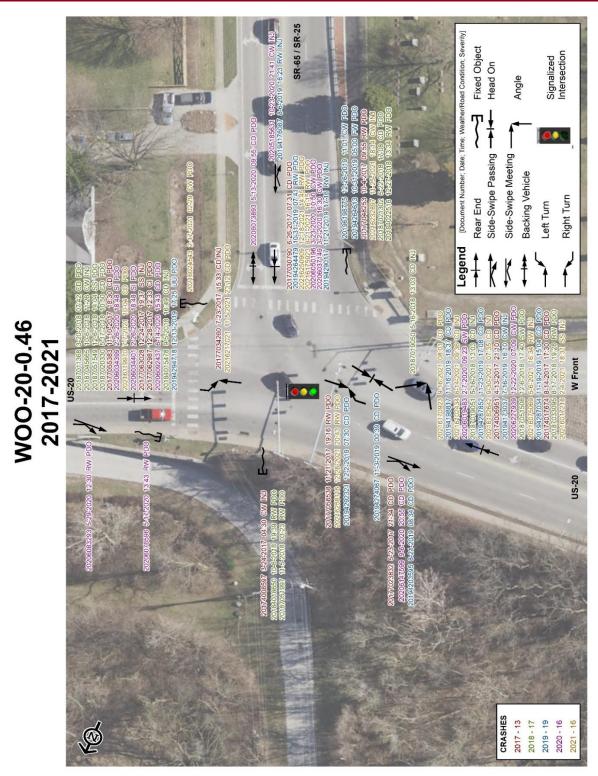


Figure 8 US-20 & SR-25 2017-2021 Collision Diagram

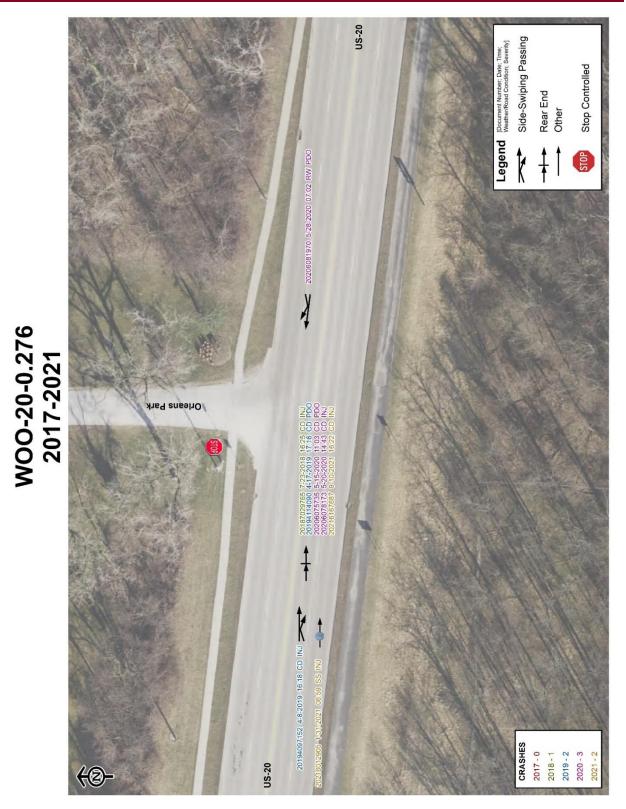


Figure 9 US-20 & Orleans Park Driveway 2017-2021 Collision Diagram

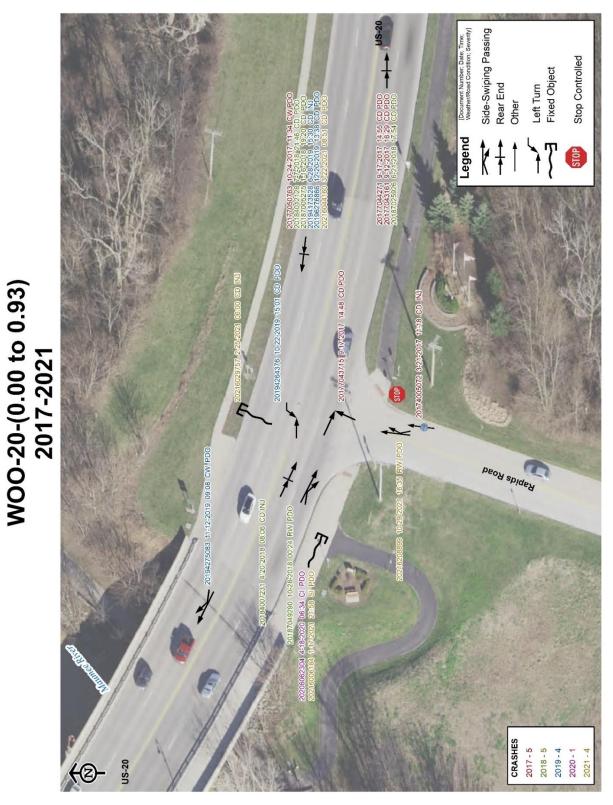


Figure 10

US-20 & Rapids Road 2017-2021 Collision Diagram

DGL CONSULTING ENGINEERS, LLC

7. PROBABLE CAUSES

Since the study area is not homogenous throughout the entire corridor, the probable causes for vehicle crashes will be separated. The first set of causes will include the crashes that occurred at the intersection of US-20 and SR-25 and the second set will include the crashes that occurred throughout the corridor of US-20 from the Perrysburg-Maumee bridge to intersection of US-20 and SR-25.

Probably Causes: US-20 & SR-25

- The majority of crashes happen in the afternoon and evening (13:00-19:00), which roughly
 coincides with the hours which have the highest traffic volumes. This could mean that
 many of the crashes are correlated to the relatively higher traffic volumes during those
 hours.
- 2. The majority of crashes occurred when the pavement was wet or had snow or ice, which is about 24% over the statewide average. This could mean that the pavement friction is not sufficient to keep cars on the roadway.
- 3. The contributing factor for a majority of the crashes was following too close on each approach. This could mean that drivers are going too fast and cannot brake in time to avoid a collision.
- 4. The roadway geometry is slightly skewed on the eastbound approach of US-20. This could inhibit a driver's ability to judge oncoming traffic and contribute to left turn and angle crashes.
- 5. Fixed object crashes accounted for approximately 16% of crashes, 13% more than the statewide average. These departures from the roadway could be caused by a variety of factors including, low friction pavement (item #2), the skew angle of the intersection (item #4), and/or unsafe speeds (item #3).

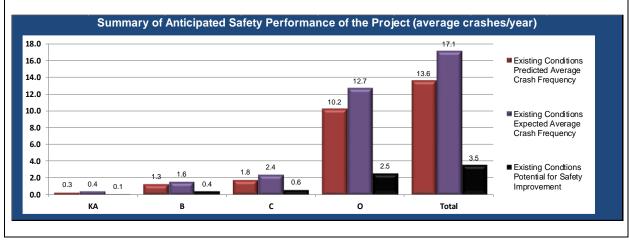
Probable Causes: US-20 Corridor

- 1. The majority of crashes happen in the afternoon and evening (14:00-19:00), which aligns with the hours which have the highest traffic volumes. This could mean that many of the crashes are correlated to the relatively higher traffic volumes during those hours.
- The majority of crashes were rear end crashes and, for the most part, occurred at the driveway to Orleans Park or the intersection at Rapids Road. This could mean that drivers are travelling too fast to brake for a stopped vehicle in front of them that is attempting to turn onto those roadways.
- 3. Drivers on US-20 trying to turn left into Orleans Park or Rapids Road may find it difficult to find gaps in traffic to make their turn. They may become impatient and cross during insufficient gaps in traffic, resulting in angle or left turn crashes.
- 4. Injury crashes accounted for 37% of all crashes in the corridor, an increase of 9% when compared to the intersection of US-20 & SR-25. This could be caused by an increase in the speed limit to 45 MPH from 35 MPH (Front Street) and 40 MPH (W Boundary Street).

8. HIGHWAY SAFETY MANUAL EXISTING CONDITIONS

Highway Safety Manual (HSM) calculations were completed using the methodology for urban & suburban arterial segments and intersections. A table and bar graph summarizing the calculated crash frequencies are provided below.

| Table 6 HSM Analysis: Existing Conditions | | | | |
|---|---|--|--|--|
| | US-20 Corridor & US-20/SR-25 Intersection | | | |
| Predicted Average Crash Frequency | 13.6 | | | |
| Expected Average Crash Frequency | 17.1 | | | |
| Expected Excess Crashes | 3.5 | | | |
| Potential for Safety Improvement? | YES | | | |



9. RECOMMENDED COUNTERMEASURES

The following table outlines the recommended countermeasures for the study area. Further discussion of the countermeasures can be found in the following sections.

| ID# | Countermeasure | Crash Type Affected | Crash Reduction | Timeline |
|--------|---|------------------------|--------------------|-------------|
| Alt. 1 | Lane Reconfiguration | All | 56% | Short Term |
| Alt. 2 | All-Way Stop Control @ US- 20/SR-25 & Orleans Park | Injury; PDO | 23%; 32% | Short Term |
| Alt. 3 | Improve pavement friction | Wet Road | 57% | Medium Term |
| Alt. 4 | Install median on US-20/SR-25 Corridor | All | 29% | Long Term |
| Alt. 5 | Roundabout @ US-20 & SR-25 | Injury; PDO | 29%; 74% | Long Term |
| Alt. 6 | Roundabout @ US-20/SR-25 & Orleans Park | Injury; PDO | 22%; 71% | Long Term |

Table 7 Recommended Countermeasures

9a. Short Term Countermeasures

Alternative 1: Convert 4-lane corridor into 2-lane with Two-way Left Turn Lane (TWLTL) and reduce speed limit

This conversion is considered a short-term countermeasure because of the low cost and short time it can take to implement. According to the HSM, converting the existing 4-lane roadway into a 2-lane roadway with a two-way left turn lane would reduce all crash types by 19% - 47% within the segment being studied. This traffic calming strategy affects the roadway and its users in a few main ways. First, it limits drivers' ability to travel in ways that increase the risk of a crash such as passing sideswipes and excessive speeding. Second, it provides a refuge for vehicles that are pursuing conflicting turning movements into areas along the corridor such as left turns into Orleans Park or onto Rapids Road where rear ends are a common occurrence at these intersections. It is also possible to include refuge islands for pedestrians in the design when left turn lanes are not necessary. Third, this strategy provides better integration of the roadway into surrounding uses that result in an enhanced quality of life. As mentioned previously, a driver would go through several speed limit changes driving through the corridor based on where they started. This reconfiguration and reduction in speed limit would better align with the surrounding roads and make it safer for other modes of transportation to travel to and through the area.

This roadway reconfiguration is considered, by the Federal Highway Administration (FHWA), a Proven Safety Countermeasure and provides safer roadway conditions and supports mobility for all users. With Orleans Park on the north side of the corridor, and the City of Perrysburg's intentions to improve the park, it may be desirable to accommodate other modes of travel and align to the 'Complete Streets' policies supported by the FHWA and ODOT. By reducing the number of lanes and the speed limit, the roadway is much safer for other users and improves the accessibility to Orleans Park and the trails surrounding Fort Meigs that is serviced by Rapids Road.

ODOT's *Economic Crash Analysis Tool*, or ECAT, was used to evaluate the safety impacts of this countermeasure. The results show that the number of average annual crashes would decrease from 17.1 expected crashes per year to 15.6 predicted crashes per year. This is summarized in the following figure.

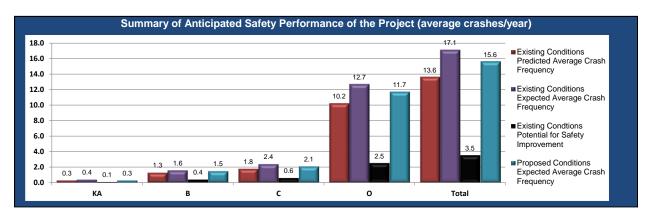


Figure 11 Alternative 1 ECAT

There is one notable caveat from a traffic perspective worth mentioning for this alternative. Because a lane is being dropped in each direction of travel, the effective storage capacity of the roadway is reduced and the possibility of backups could increase, most notably on the eastbound

movement east of the Orleans Park entrance. This is because the approach at the intersection of SR-25 has dedicated lanes for the through movement to continue onto US-20 and the right turn movement onto SR-25 that must remain intact to adequately serve the intersection. If one of the lanes backs up to the diverging taper then the backup will continue down the approach since vehicles may not be able to access one lane or the other.

Alternative 2: Convert the intersection at US-20 & Orleans Park Driveway to all-way stop control

All-way stop control is considered a short-term countermeasure because of the low cost and short time it can take to implement, although it could also be implemented as an interim solution during the time it takes to design and construct one of the long term countermeasures. While this alternative addresses the concerns of drivers attempting to make left turns out of Orleans Park, it does not address many of the crashes that occurred over the past 5 years. The all-way stop control typically has the largest crash reductions for angle and left turn crashes, none of which occurred according to the crash data gathered. It is also not recommended to combine this alternative with the lane reconfiguration stated previously. The *ECAT* evaluation supports this by showing that the number of average annual crashes would decrease from 17.1 expected crashes per year to 16.5 predicted crashes per year. This is summarized in the following figure.

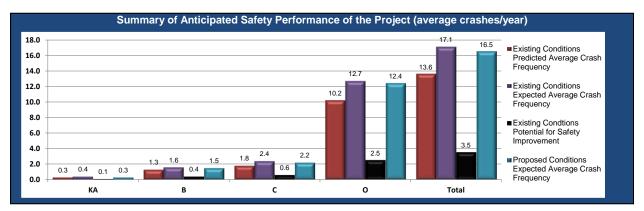


Figure 12 Alternative 2 ECAT

While this alternative does increase the safety performance of the intersection and the ability for traffic leaving Orleans Park to safely make left turns to return to the City of Perrysburg, an all-way-stop-control intersection does not make sense from a traffic perspective. This is because almost all of the traffic at this intersection are using the through movements when compared to the turning movements for both approaches. By making all traffic stop at the entrance to Orleans Park, congestion and delay would drastically increase and cascade to negatively impact the traffic to the east at the intersection of US-20 & SR-25 as well as to the west as vehicles travel from Maumee to Perrysburg.

9b. Medium Term Countermeasures

Alternative 3: Improve pavement friction at intersections

Improving the pavement friction would reduce the number of rear end crashes as well as crashes that occur on wet roads. The increase in pavement friction would assist drivers that lose control of their vehicle during or immediately following inclement weather or drivers that attempt to brake before hitting another vehicle or object that is in front of them or in a different lane. This countermeasure can also be used in conjunction with other recommended countermeasures to further mitigate the risk of crashes throughout the corridor.

By improving the pavement friction at key areas, most notably at the intersection of US-20 & SR-25, the risk of crashes on wet roads crashes is reduced by approximately 43% according to the HSM. The *ECAT* evaluation for this countermeasure showed that the number of average annual crashes would decrease from 17.1 expected crashes per year to 15.9 predicted crashes per year. This is summarized in the following figure.

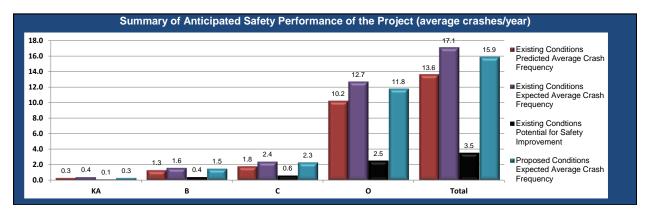


Figure 13 Alternative 3 ECAT

9c. Long Term Countermeasures

Alternative 4: Construct median in the US-20 corridor (and reduce speed limit) and connect Southbound W Boundary Street/Orleans Park Entrance to signalized intersection at US-20 & SR-25

Installing a median in the US-20 corridor would prohibit left turns throughout the corridor, including at the current Orleans Park entrance, and limit the conflicts associated with those movements. This would mitigate crashes resulting from those prohibited left turns such as angle crashes or rear end crashes that specifically occur at the two intersections in the corridor. Based on the HSM, the median would reduce crashes within the corridor by 29%. The *ECAT* evaluation for this alternative showed that the number of average crashes would decrease from 17.1 expected crashes per year to 14.5 predicted crashes per year. This is summarized in the following figure.

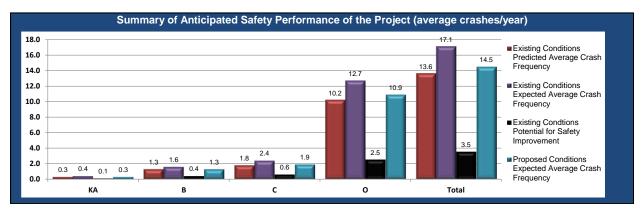


Figure 14 Alternative 4 ECAT

The construction of a median can also be supplemented with the lane reconfiguration mentioned in the short term countermeasures. By pursuing this strategy, drivers would be even more limited in the number of conflicting movements they can make on US-20. With the addition of the median

to the lane reconfiguration, the *ECAT* evaluation for this alternative showed the number of average annual crashes would decrease from 17.1 expected crashes per year to 14.3 predicted crashes per year. The addition of the lane reconfiguration only reduces the expected average crash frequency by 0.2 because the median and lane reconfiguration address similar crash types thus having a level of diminishing returns.

This alternative would not be desirable for a few main reasons. First, connecting southbound W Boundary into the signalized intersection at US-20 & SR-25 would be difficult to implement due to the wetland area north of the current intersection. Second, the drop in elevation from the current intersection to the current ground level of southbound W Boundary would require approximately 450 of new road to be constructed. Third, the introduction of an additional approach to the already 5-leg intersection at US-20 & SR-25 would require adjusting the current signal timing and possibly increasing the amount of congestion at the intersection by reducing the amount of green time on the eastbound, northbound, and westbound approaches. An increase in congestion has the potential to lead to more crashes if this alternative is pursued.

Alternative 5: Construct multi-lane roundabout at the intersection of US-20 & SR-25

Of all the alternatives, the multi-lane roundabout by far provides the most improvement to the safety and operational performance of the intersection. The slow entry speed and geometrics of the roundabout reduce 74% of PDO crashes and 29% of fatal and injury crashes, according to the HSM. The *ECAT* evaluation for this alternative showed that the number of average annual crashes throughout the corridor would decrease from 17.1 expected crashes per year to 9.6 predicted crashes per year, a 44% reduction in total crashes.

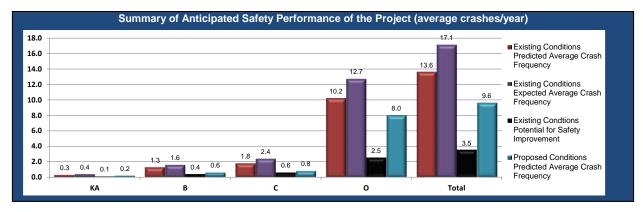


Figure 15 Alternative 5 ECAT

Alternative 6: Construct multi-lane roundabout at US-20 and Orleans Park Driveway and reduce speed limit

Installing a multi-lane roundabout at the Orleans Park Driveway would mitigate several risk factors that have been observed or noted by city officials. The roundabout would make the park more accessible to drivers as well as easier to exit the park. First, the roundabout makes the driver have to judge gaps from only one direction, thereby making left turns an easier movement to pursue. The slow entry speed also makes judging gaps easier by slowing traffic down on the approach, rather than vehicles speeding on SR-25/US-20 up as they currently do. The slower speeds also effectively reduces the sight distance needed to make the movement into the roundabout, thereby reducing the impact of the sight distance issue previously noted. Additionally, the roundabout would be designed to accommodate trucks and trailers, so movements pursued by those vehicles would be easier to make. The *ECAT* evaluation for this alternative showed that

the number of average annual crashes throughout the corridor would decrease from 17.1 expected crashes per year to 13.2 predicted crashes per year, a 23% reduction in total crashes.

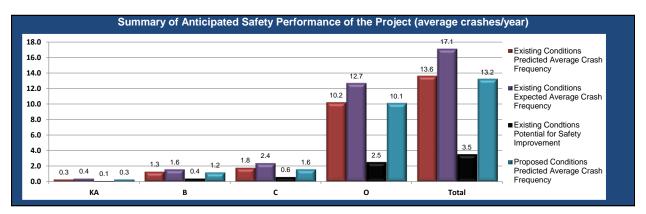


Figure 16 Alternative 6 ECAT

Based on the guidance provided for roundabout sizing in the L&D, it is recommended that the roundabout would require two or more entry lanes because of the high number of vehicles that travel through the area. This is supported by the HCS analysis when comparing a single lane to a multi-lane roundabout. A single lane is projected to have a 33.9 second delay and a LOS of D on the eastbound approach and a 302.9 second delay and LOS of F on the westbound approach during the PM peak hour. Because of this, a single lane roundabout should not be included in a road reconfiguration at the Orleans Park Driveway.

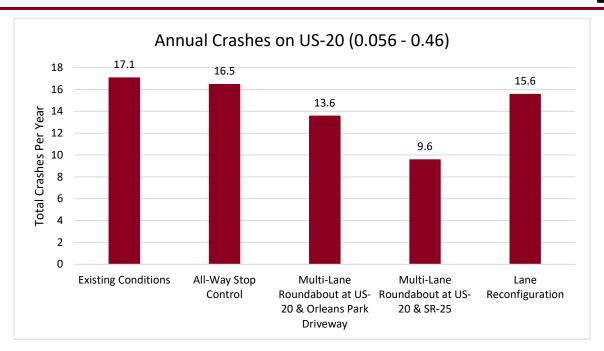
From a traffic perspective, a multi-lane roundabout accomplishes many of the goals outlined by the City of Perrysburg. A roundabout would lower vehicle speeds entering the intersection and reduce the crashes that occur because of vehicle turning movements. The roundabout would also make traffic movements exiting Orleans Park easier to pursue since drivers have to only negotiate gaps on one approach, rather than two. The roundabout can also be designed to accommodate vehicles towing trailers which is a major benefit since the park has a boat launch behind the water treatment plant.

9d. Comparison of Alternatives

The figure on this page compares the predicted annual number of crashes for each alternative in relation to the current conditions.

| Table 7 Comparison of Alternative Countermeasures | | | | |
|--|-------------------|----------------|--|--|
| Alternative Options | Annual Crashes | Estimated Cost | Problem(s) Addressed | |
| Existing Conditions | 17.1 ^E | \$0 | N/A | |
| (1) Convert 4-lane undivided highway to 2-lane highway with TWLTL | 15.6 ^P | \$170,000 | Reduce conflict points for park traffic | |
| (2) All-Way Stop Control at Orleans Park Entrance | 16.5 ^P | \$5,000 | Safer and easier ingress/egress to park | |
| (3) Resurface roadways to increase pavement friction at intersections | 15.9 ^P | \$185,000 | Reduce wet pavement crashes | |
| (4) Construct Median on US-20 with RIRO at Orleans Park and connect SB W Boundary to existing intersection | 14.3 ^P | \$1M | Safer and easier ingress/egress to park | |
| (5) Multi-Lane Roundabout at US-20 & SR-25 | 9.6 ^P | \$5.8M | Safer and easier ingress/egress to park and improve LOS/Delay, Reduce wet pavement crashes | |
| (6) Multi-Lane Roundabout at US-20 & Orleans Park Driveway | 13.6 ^P | \$2.5M | Safer and easier ingress/egress to park | |

E = Expected Crashes; P = Predicted Crashes



9e. Intersection Analysis

The level of service (LOS) is a way to classify the intersection on a scale of A to F, from a functional standpoint. Intersections and approaches are assigned an overall grade based on traffic volumes, capacity, and overall delay experienced by drivers.

Capacity Analysis was conducted for various geometric and traffic control alternatives for the intersections of US-20 at Orleans Park and SR-25/W Boundary Street. Synchro 9 Software was used to determine the LOS for signalized scenarios at all intersections, while the stop-controlled intersections were analyzed using HCS 2022. LOS is generally identified for each movement or approach. LOS C is considered acceptable in all conditions, while LOS D is considered acceptable in congested urban areas, such as interchanges and commuter corridors. For Two-Way Stop controlled intersections, the LOS is undefined for the overall intersection.

| | Table 8 Intersection Level Of Service And Delay (in seconds) | | | | | |
|---|--|--------|--|---|--------------------|--------|
| 5 | Signalized Intersection Unsignalized Intersection | | | | lized Intersection | |
| Α | <= | 10s | | Α | <= | 10s |
| В | > | 10-20s | | В | > | 10-15s |
| С | > | 20-35s | | С | > | 15-25s |
| D | > | 35-55s | | D | > | 25-35s |
| Е | > | 55-80s | | Е | > | 35-50s |
| F | > | 80s | | F | > | 50s |

The following table compares the HCS delay results for each alternative by approach during the AM & PM peak hours. Detailed summaries of the HCS evaluations can be found in Appendix D.

| | | | | 7 | Table 9 | 9 LO |)S/Dela | y Ana | lysis | | | | |
|------------|------------|--------------------------|--------------------------|------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|--|--|--|--|--|
| | | 2022 Existing Conditions | 2042 Existing Conditions | 2022 Alt.1 Road Reconfiguration | 2042 Alt. 1 Road Reconfiguration | 2022 Alt. 2 All-Way Stop Control | 2042 Alt. 2 All-Way Stop Control | 2022 Alt. 4 Construct Median with Prop. Intersection | 2042 Alt. 4 Construct Median with Prop. Intersection | 2022 Alt. 5 Roundabout at US-20 & SR- 25 | 2042 Alt. 5 Roundabout at US-20 & SR- 25 | 2022 Alt. 6 Roundabout at US-20 & Orleans Park | 2042 Alt. 6 Roundabout at US-20 & Orleans Park |
| US-20 & Or | leans Park | - Unsig | nalized | | | | | | | | | | |
| | EB | A (0.0) | A (0.0) | A (0.0) | A (0.0) | F (59.2) | F (100.6) | A (0.0) | A (0.0) | 1 | - | A (6.3) | A (6.5) |
| eak | WB | A (0.0) | A (0.0) | A (0.0) | A (0.0) | F (71.3) | F (178.2) | A (0.0) | A (0.0) | - | - | A (6.7) | A (7.0) |
| AM Peak | SB | C (21.9) | B (12.9) | C (24.9) | D (33.8) | A (9.8) | A (9.7) | B (14.2) | A (2.0) | - | - | A (7.1) | A (7.8) |
| | Overall | A (0.1) | A (0.1) | A (0.1) | A (0.2) | F (65.2) | F (140.5) | A (0.0) | A (0.0) | - | - | A (6.5) | A (6.8) |
| | EB | A (0.0) | A (0.0) | A (0.0) | F (70.4) | F (424.3) | F (585.5) | A (0.9) | A (0.0) | - | - | A (7.1) | A (8.6) |
| eak | WB | (0.0) A (0.0) | (0.0) A (0.0) | (0.0) A (0.0) | (70.4) F (70.4) | F (803.7) | F (1,162.8) | (0.9) A (0.9) | Α | - | - | A (9.5) | В |
| PM Peak | SB | Е | F | C | F | Α | Α | Е | (0.0) D | - | - | В | (11.8) B |
| | Overall | (39.5) A | (52.7) A | (24.9) A | (169.9) F | (9.5) F | (9.5) F | (45.5) A | (34.3) A | _ | _ | (10.4) A | (14.0) B |
| US-20 & SR | 2E Signa | (0.1) | (0.1) | (0.0) | (70.8) | (628.7) | (904.7) | (1.0) | (0.1) | | | (8.4) | (10.4) |
| U3-2U & 3K | | C | D | В | В | | | В | D | Α | Α | l | |
| | EB | (22.0) | (43.1) | (19.4) | (15.3) | - | - | (19.1) | (35.7) | (6.9) | (7.6) | - | - |
| ¥ | WB | B (15.7) | B (15.5) | B (18.9) | B (17.4) | - | - | C (28.1) | A (7.0) | B (9.7) | B (11.5) | - | - |
| AM Peak | SB | - | - | - | - | - | - | D (41.5) | F (81.0) | A (7.3) | A (8.2) | - | - |
| ▼ A | NB | C (20.1) | C (22.2) | C (26.8) | B (17.8) | - | - | B (19.3) | F (100.8) | A (7.5) | A (8.4) | - | - |
| | Overall | B (19.6) | C (29.8) | C (21.1) | B (16.6) | - | - | C (21.8) | D (51.8) | A (7.8) | A (8.9) | - | - |
| | EB | D (52.7) | F (90.1) | D (48.6) | B (12.6) | - | - | B (10.0) | B (10.9) | A (8.5) | B (10.5) | - | - |
| | WB | B (14.9) | B (14.2) | D (35.1) | F (431.1) | - | - | B (12.6) | D (36.2) | C (19.5) | E (44.0) | - | - |
| PM Peak | SB | - | - | - | - | - | - | F (81.7) | E (55.6) | B (11.3) | B (14.2) | - | - |
| ₽ | NB | C (29.9) | D (37.7) | F (112.1) | F (131.6) | - | - | (81.7) F (143.7) | F (154.4) | B (12.5) | C (18.9) | - | - |
| | Overall | D (35.4) | D (51.1) | (65.6) | F (146.2) | - | - | D (47.7) | E (57.9) | B (12.7) | C (22.1) | - | - |

10. RECOMMENDATIONS

Based on the results presented in this study, the alternative that offers the most positive outcomes is the Multi-Lane Roundabout at US-20 & SR-25 (Alternative 5) with the proposed connection of Southbound W Boundary to the intersection. The proposed roundabout can also be supplemented with the resurfacing of the roadway (Alternative 3) since the pavement will need to be redone to do the roundabout. This alternative offers the best results as it improves the average crash frequency of the corridor the most and is the only alternative that is projected to operate at an acceptable LOS for the intersection of US-20 & SR-25 in the year 2042. While this alternative is the most expensive out of the alternatives presented, it offers the most operational and safety benefits for the corridor. A preliminary design for the roundabout can be found in Appendix E.

11. POTENTIAL GRANT OPPORTUNITIES

Below is a list of grants that could be used to leverage funding for the alternatives outlined in this report. It is important to note that some of these grant opportunities have minimum requirements to be eligible for funding and need to be considered before applying.

| | Tal | ble 10 Potential Funding Sources |
|-------------------|--|--|
| Funding Source | Type of Funding | Additional Information |
| | HSIP Formal Safety Funding | https://www.transportation.ohio.gov/programs/highway+safety/highway-safety-improvement-program/03-formal-safety-application |
| ODOT | HSIP Abbreviated Safety Funding | https://www.transportation.ohio.gov/programs/highway+safety/highway-safety-improvement-program/02-abbreviated-safety-funding-application |
| | Urban Paving Program | https://www.transportation.ohio.gov/working/funding/resources/urban-paving |
| TMACOG | Congestion Mitigation and Air Quality Program (CMAQ) Surface Transportation Block Grant Program (STBG) | https://tmacog.org/transportation/regional-transportation- improvement-plan |
| FHWA | Safe Streets and Roads for All (SS4A) | https://www.transportation.gov/grants/SS4A |

12. PROJECT INFORMATION

12a. Previous Projects:

PID: 23470

Project Name: WOO Bike P 01.000

Description: Construct new pavement for bicycle trail bypass on the south side of US-20.

Construction: 2004

PID: 92731

Project Name: WOO 20/25 0.0/21.81 Safety/Urban Paving

Description: Construct new pavement for bicycle trail bypass on the south side of US-20.

Construction: April 2014 – July 2014

12b. Future Projects:

PID: 105633

Project Name: WOO Sign FY2023

Description: Upgrade roadway signage of SR-25 in Wood County.

Construction: Spring 2023

PID: 117262

Project Name: WOO Sign FY2024

Description: Upgrade roadway signage of US-20 in Wood County.

Construction: April 2024

PID: 109388

Project Name: WOO Maumee River MUP Phase 3

Description: Upgrade bicycle facilities along the Maumee River

Construction: April 2024

Appendix A Design Standards

INTERSECTION SIGHT DISTANCE

201-5

REFERENCE SECTION 201.3, 201.3.1, 201.3.2 & 201.3.3

(See Following Page for Additional Figures & Notes)

HEIGHT OF EYE 3.50' HEIGHT OF OBJECT 3.50'

| DESIGN SPEED | Passend Completi Turn fro (assuming a | ger Cars ng a Left m a Stop t _g of 7.5 sec.) | Passenge Completing Turn from C Crossing M (assuming o to | g a Right a Stop or |
|-----------------|--|--|---|---------------------------|
| (mph) | ISD (ft.) | K-CREST VERT. CURVE | ISD (ft.) | K-CREST VERT. CURVE |
| 15 | 170 | 10 | 145 | 8 |
| 20 | 225 | 18 | 195 | 14 |
| 25 | 280 | 28 | 240 | 21 |
| 30 | 335 | 40 | 290 | 30 |
| 35 | 390 | 54 | 335 | 40 |
| 40 | 445 | 71 | 385 | 53 |
| 45 | 500 | 89 | 430 | 66 |
| 50 | 555 | 110 | 480 | 82 |
| 55 | 610 | 133 | 530 | 100 |
| 60 | 665 | 158 | 575 | 118 |
| 65 | 720 | 185 | 625 | 140 |
| 70 | 775 | 214 | 670 | 160 |

If ISD cannot be provided due to environmental or R/W constraints, then as a minimum, the SSD for vehicles on the major road should be provided.

ISD = 1.47
$$\times$$
 V major $+$ $+$ g

ISD = intersection sight distance (ft.)

V_{major} = design speed of major road (mph)

> tg = time gap for minor road vehicle to enter the major road (sec.)

Using: S = Intersection Sight Distance

L = Length of Crest Vertical Curve

A = Algebraic Difference in Grades (%), Absolute Value

K = Rate of Vertical Curvature

– For a given design speed and an "A" value, the calculated length "L" = K \times A

- To determine "S" with a given "L" and "A", use the following:

For S<L: S = $52.92\sqrt{K}$, where K = L/A

For S>L: S = 1400/A + L/2

JANUARY 2006

ROUNDABOUT SIZING THRESHOLDS

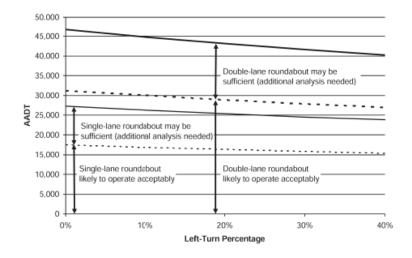
403-1

REFERENCE SECTION
403.3

NHRP Report 672 - Exhibit 3-14
Volume Thresholds for Determining the Number of Entry Lanes Required (Planning Level)

| Volume Range Entry + Circulating (veh/hr) | Number of Lanes Required |
|---|--|
| 0 - 1,000 | Single-lane entry likely to be sufficient |
| 1,000 - 1,300 | Two lane entry may be needed Single-lane may be sufficient based upon more detailed anaylsis |
| 1,300 - 1,800 | Two lane entry is likely to be sufficient |
| 1,800+ | More than two entry lanes may be required A more detailed capacity evaluation should be conducted to verify lane number and arrangements |

NHRP Report 672 - Exhibit 3-12 Planning-Level Daily Intersection Volumes



July 2019

Appendix B Turning Movement Counts



DGL Consulting Engineers, LLC 3455 Briarfield Blvd, Suite E Maumee, Ohio 43537

| leg . | Maumee Western Reserve | tern Resen | Ф | | | ~ | Maumee Western Reserve | stern Reser | e v | | | 0 | Orleans Park Dr | ă | | | | | |
|---|------------------------|------------|-------------|-----------|-------------|-------------|------------------------|-------------|---------|-----------|---------|---------------|-----------------|----------------|-------------|-----------|-------------|----------|-----------|
| Direction Start Time | Eastbound | Then | II-Time | Ann Total | Pode CW Pod | V MOD about | Westbound | t doi d | Y SAILE | letoT and | Dade CW | NO - MOD abad | Southbound | Bioht II. | App. | Pop Total | Dode CW Dog | Pode COW | Int Total |
| 2022-05-18 07:00:00 | 0 | 181 | 0 | Σ | 0 | 0 | 172 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 353 |
| 2022-05-18 07:15:00 | - | 200 | 0 | 201 | 0 | 0 | 221 | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | _ | 0 | 422 |
| 2022-05-18 07:30:00 | - | 231 | 0 | 232 | 0 | 0 | 264 | - | 0 | 265 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 498 |
| 2022-05-18 07:45:00 | ဂ | 247 | 0 | 250 | 0 | 0 | 272 | က | 0 | 275 | 0 | 0 | - | 8 | 0 | 4 | 0 | 0 | 529 |
| 2022-05-18 08:00:00 | 5 | 234 | 0 | 236 | 0 | 0 | 193 | - | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 430 |
| 2022-05-18 08:15:00 | 0 | 223 | 0 | 223 | 0 | 0 | 176 | 0 | 0 | 176 | 0 | 0 | - | 5 | 0 | m | 0 | 0 | 405 |
| 2022-05-18 08:30:00 | 0 0 | 208 | 0 0 | 508 | 0 0 | 0 0 | 191 | 0 • | 0 0 | 191 | 0 0 | 0 0 | 0 0 | 0 + | 0 0 | ~ 7 | ← (| 0 0 | 5 5 |
| 2022-05-18 08:45:00 | 0 (| 007 | 0 0 | 720 | 0 (| 0 0 | 777 | - (| 0 0 | 223 | 0 0 | 0 0 | 0 0 | - (| o (| - (| 0 (| 0 (| 4/4 |
| 2022-05-18 11:00:00 | ⊃ - | 190 | 0 0 | 190 | 0 0 | 0 0 | 204 | Ν + | 0 0 | 206 | 0 0 | 0 0 | 0 0 | Ν + | 0 0 | ν - | 0 0 | 0 0 | 398 |
| 2022-05-18 11:13:00 | - c | 220 | 0 0 | 202 | 0 0 | | 23.0 | - 0 | 0 0 | 240 | | | · - | - + | 0 0 | - ‹ | > + | 0 0 | 3 5 |
| 2022-05-18 11:45:00 | 0 | 291 | 0 | 291 | 0 | 0 | 220 | ۷ - | 0 | 221 | 0 | 0 | - 0 | - 2 | 0 | 1 6 | - 0 | 0 | 514 |
| 2022-05-18 12:00:00 | 2 | 262 | 0 | 564 | 0 | 0 | 240 | 0 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 |
| 2022-05-18 12:15:00 | - | 243 | 0 | 244 | 0 | 0 | 191 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 435 |
| 2022-05-18 12:30:00 | - | 234 | 0 | 235 | 0 | 0 | 242 | 2 | 0 | 244 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 481 |
| 2022-05-18 12:45:00 | 0 | 282 | 0 | 282 | 0 | 0 | 207 | - | 0 | 208 | 0 | 0 | 0 | - | 0 | - | 0 | 0 | 491 |
| 2022-05-18 15:00:00 | - | 222 | 0 | 223 | 0 | 0 | 282 | 2 | 0 | 284 | 0 | 0 | - | 2 | 0 | က | 0 | 0 | 510 |
| 2022-05-18 15:15:00 | 2 | 287 | 0 | 289 | 0 | 0 | 230 | 0 | 0 | 230 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 521 |
| 2022-05-18 15:30:00 | 2 | 280 | 0 | 282 | 0 | 0 | 332 | 0 | 0 | 332 | 0 | 0 | - | - | 0 | 7 | 0 | 0 | 919 |
| 2022-05-18 15:45:00 | - | 281 | - | 283 | 0 | 0 | 290 | 0 | 0 | 290 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 573 |
| 2022-05-18 16:00:00 | 0 | 284 | 0 | 284 | 0 | 0 | 279 | - | 0 | 280 | 0 | 0 | - | 2 | 0 | ო | 0 | 0 | 267 |
| 2022-05-18 16:15:00 | 0 | 289 | 0 | 289 | 0 | 0 | 275 | - | 0 | 276 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 269 |
| 2022-05-18 16:30:00 | 0 | 263 | 0 | 263 | 0 | 0 | 371 | - | 0 | 372 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 637 |
| 2022-05-18 16:45:00 | 0 | 292 | 0 | 292 | 0 | 0 | 331 | - | 0 | 332 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 979 |
| 2022-05-18 17:00:00 | 0 | 280 | 0 | 780 | 0 | 0 | 372 | - | 0 | 373 | 0 | 0 | 0 | - | 0 | - | 0 | 0 | 654 |
| 2022-05-18 17:15:00 | ο · | 313 | 0 (| 313 | 0 (| 0 (| 328 | 0 (| 0 (| 359 | 0 | 0 | 0 (| ο · | 0 (| ۰ . | 0 (| 0 , | 672 |
| 2022-05-18 17:30:00 | - 0 | 302 | 0 0 | 303 | 0 0 | 0 0 | 33/ | 0 (| 0 0 | 337 | 0 0 | 0 0 | o (| - c | o 0 | | 0 0 | - c | 140 2 |
| 2022-03-16 17:45:00 | 0 0 | 0/7 | 0 0 | 210 | 0 0 | 0 0 | 45.0 | ٧ - | 0 | 230 | 0 0 | 0 0 | ٧ - | V | 0 0 | 4 - | 0 0 | 0 0 | 010 |
| 2022-05-18 18:00:00 | - | 243 | > | 24.5 | 0 0 | 0 0 | 290 | - c | 0 0 | 787 | | 0 0 | - c | > - | > | | 0 0 | 0 0 | 181 |
| 2022-02-18 18:30:00 | 0 0 | 186 | 0 0 | 168 | 0 0 | | 180 | · - | 0 0 | 190 | | | 0 0 | | 0 0 | | 0 0 | 0 0 | 350 |
| 2022-03-18 18:30:00 | ν C | 183 | 0 0 | 3 5 | 0 0 | 0 0 | 182 | | 0 0 | 8 2 | | | 0 0 | - 0 | 0 0 | - ^ | 0 0 | 0 0 | 898 |
| 2022-05-18 19:00:00 | 0 | 157 | 0 | 157 | 0 | 0 | 17 | | 0 | 172 | 0 | 0 | 0 | 1 ← | 0 | | 0 | 0 | 330 |
| 2022-05-18 19:15:00 | - | 149 | 0 | 150 | 0 | 0 | 162 | 0 | 0 | 162 | 0 | 0 | 0 | - | 0 | - | 0 | 0 | 313 |
| 2022-05-18 19:30:00 | - | 139 | 0 | 140 | 0 | 0 | 122 | 0 | 0 | 122 | 0 | 0 | 0 | က | 0 | က | 0 | 0 | 265 |
| 2022-05-18 19:45:00 | 0 | 137 | 0 | 137 | 0 | 0 | 131 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | ۰ | 0 | 0 | 268 |
| Grand Total | 23 | 8465 | - | 8489 | 0 | 0 | 8663 | 28 | 0 | 8691 | 0 | 0 | 12 | 43 | 0 | 33 | 3 | _ | 17235 |
| % Approach | 0.3% | 99.7% | 0.0% | | | | 88.7% | 0.3% | 0.0% | | | | 21.8% | 78.2% | %0.0 | | | | |
| % Total | 0.1% | 49.1% | %0:0 | 49.3% | | | 50.3% | 0.2% | %0:0 | 50.4% | | | 0.1% | 0.2% | %0:0 | 0.3% | | | |
| Lights | 02 50 | 8344 | - ::: | 8365 | | | 8208 | 87 | 0 : | 8536 | | | = ; | 7 4 5 | 0 | 3 | | | 16954 |
| % Lights | 87.0% | 98.6% | 100.0% | 98.5% | | | 98.2% | 100.0% | %0:0 | 98.2% | | | 91.7% | 97.7% | %0:0 | 96.4% | | | 98.4% |
| Articulated I rucks | 0 30 | 08.3 | 0 38 | S 3 | | | 8 3 | 0 30 | 0 30 | 8 3 | | | 0 30 | 0 30 | 0 38 | 0 ; | | | ç |
| % Articulated Trucks | %0:0 | 0.4% | %0.0 | %4.0 | | | 0.4% | %0.0 | %0.0 | 0.4% | | | %0.0 | 0.0% | %0:0 | %0.0 | | | 9.4% |
| W Busses and Single-Ollit Hucks | 7000 | . 6 . 9 | è | , , | | | 7 46 | ò | ò | 148 | | | - èc | - 200 | 0 80 | 7 60 | | | 7 70 |
| % buses and single-our Hucks Pedestrians | 3.0% | 8 | 0.0% | ° | C | 0 | 6,4 | 0.0 | 0.0% | 4. | 0 | C | 0.5% | 6.570 | 0.0% | 9.0% | _ | C | °? |
| % Pedestrians | | | | | %00 | %00 | | | | | %00 | %00 | | | | | 33.3% | %00 | |
| Bicycles on Crosswalk | | | | | 0 | 0 | | | | | 0 | 0 | | | | | 2 | - | |
| % Bicycles on Crosswalk | | | | | %0.0 | %0.0 | | | | | %0.0 | %0:0 | | | | | %2.99 | 100:0% | |
| | | | | | | | | | | | | | | | | | | | |



DGL Consulting Engineers, LLC 3455 Briarfield Blvd, Suite E Maumee, Ohio 43537

| CONSOLTING ENGINEERS | | | | | | | | | | | | | | | | | 200 | SULTING ENGIN | SERS |
|--------------------------------|--|--------------|--------------|-------------|-----------|----------|------------|----------|-------|-------------------|-------|----------|------------|-----------|-------------|-------------------|------|----------------|-----------|
| Leg | W Boundary Street (To Water Treatment Plant) | Street (To V | Vater Treatr | nent Plant) | | | W Front St | | | | | > | W Front St | | | | | | |
| Direction | neasto | | | | | (| neastb | | | | | | west | | | | | | |
| Start Time | | Right . | O-Turn A | App Total | eds CW Pe | Peds CCW | Lett | | un -O | App Total Peds CW | | Peds CCW | | Right U-T | U-Turn Apol | App Total Peds CW | (| Peds CCW Int I | Int Total |
| 2022-05-18 07:00:00 | 0 | 0 | 0 | • | _ | 0 | 0 | 8 | 0 | 28 | 0 | 0 | 94 | 0 | 0 | 45 | 0 | 0 | <u>`</u> |
| 2022-05-18 07:15:00 | 0 | 0 | 0 | 0 | _ | 0 | ~ | 92 | 0 | 96 | 0 | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 230 |
| 2022-05-18 07:30:00 | 0 | 0 | 0 | • | 0 | 0 | 0 | 119 | 0 | 119 | 0 | 0 | 160 | 0 | 0 | 160 | 0 | 0 | 279 |
| 2022-05-18 07:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 121 | 0 | 0 | 145 | 0 | 0 | 145 | 0 | 0 | 566 |
| 2022-05-18 08:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 0 | 105 | 0 | 0 | 139 | 0 | 0 | 139 | 0 | 0 | 244 |
| 2022-05-18 08:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 0 | 106 | 0 | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 204 |
| 2022-05-18 08:30:00 | 0 | 0 | 0 | 0 | ~ | 0 | 0 | 130 | 0 | 130 | 0 | 0 | 120 | 0 | 0 | 120 | 0 | 0 | 250 |
| 2022-05-18 08:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 0 | 147 | 0 | 0 | 141 | 0 | 0 | 141 | 0 | 0 | 288 |
| 2022-05-18 11:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 88 | 0 | 0 | 105 | - | 0 | 106 | 0 | 0 | 194 |
| 2022-05-18 11:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 107 | 0 | 0 | 127 | 0 | 0 | 127 | 0 | 0 | 234 |
| 2022-05-18 11:30:00 | 0 | | | • | 0 | C | | 101 | | 10, | С | 0 | 141 | 0 | · c | 141 | С | C | 242 |
| 2022-05-18 11:45:00 | 0 0 | o c | 0 0 | | | 0 0 | 0 0 | 116 | 0 0 | 116 | 0 | 0 0 | 140 | · c | · c | 140 | 0 0 | 0 0 | 256 |
| 2022-05-18 12:00:00 | 0 0 | 0 0 | 0 | | 0 | 0 | 0 | 109 | | 109 | 0 | 0 | 112 | | | 112 | 0 0 | 0 | 221 |
| 2022-05-18 12:15:00 | 0 0 | • • | · c | | 0 0 | | • | 2 - 1 | • | | 0 0 | 0 0 | | 0 0 | · c | . 5 | 0 0 | 0 0 | 278 |
| 2022-03-18 12:13:00 | | | | • | | | | <u> </u> | | ± 9 | 0 0 | | 5 5 | > < | > < | <u> </u> | | 0 0 | 227 |
| 2022-03-10 12:30:00 | 0 0 | > 0 | > 0 | • | | | > 0 | 8 5 | > 0 | 9 6 | | | - 10 | o • | > 0 | 2 5 | 0 0 | 0 0 | 777 |
| ZUZZ-US-18 12:45:00 | 0 0 | 0 0 | 0 0 | 0 0 | 0 (| 0 | 0 0 | 55. | 0 | 133 | 0 (| 0 (| 2 | - 0 | 0 0 | 8 ; | 0 0 | 0 (| 24.1 |
| ZUZZ-US-16 13:00:00 | 0 (| > • | > 0 | • | | 0 0 | > 0 | 3 4 | 0 | 35 | 0 0 | | 4 6 | > + | > 0 | 4 5 | 0 0 | 0 0 | 407 |
| 2022-05-18 15:15:00 | η, | - | 0 | 4 | 0 | 0 | 0 | 54. | 0 | 143 | 0 | 0 | 136 | - | Э, | 13/ | 0 | 0 | 784 |
| 2022-05-18 15:30:00 | 0 | 0 | 0 | • | 0 | 0 | 0 | 123 | 0 | 123 | 0 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 302 |
| 2022-05-18 15:45:00 | 0 | - | 0 | - | 0 | 0 | 0 | 148 | 0 | 148 | 0 | 0 | 165 | 0 | 0 | 165 | 0 | 0 | 314 |
| 2022-05-18 16:00:00 | 0 | 0 | 0 | • | 0 | 0 | 0 | 128 | 0 | 128 | 0 | 0 | 169 | - | 0 | 170 | 0 | 0 | 298 |
| 2022-05-18 16:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 0 | 129 | 0 | 0 | 149 | 0 | 0 | 149 | 0 | 0 | 278 |
| 2022-05-18 16:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 112 | 0 | 0 | 168 | - | 0 | 169 | 0 | 0 | 281 |
| 2022-05-18 16:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 0 | 129 | 0 | 0 | 185 | 0 | 0 | 185 | 0 | 0 | 314 |
| 2022-05-18 17:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 144 | 0 | 0 | 199 | - | 0 | 200 | 0 | 0 | 344 |
| 2022-05-18 17:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 0 | 148 | 0 | 0 | 189 | 0 | 0 | 189 | 0 | 0 | 337 |
| 2022-05-18 17:30:00 | 0 | 0 | 0 | 0 | 0 | _ | 0 | 135 | 0 | 135 | 0 | 0 | 162 | - | 0 | 163 | 0 | 0 | 298 |
| 2022-05-18 17:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 140 | 0 | 0 | 136 | - | 0 | 137 | 0 | 0 | 277 |
| 2022-05-18 18:00:00 | _ | 0 | 0 | - | 0 | 0 | 0 | 114 | 0 | 114 | 0 | 0 | 125 | 0 | 0 | 125 | 0 | 0 | 240 |
| 2022-05-18 18:15:00 | - | 0 | 0 | - | 0 | 0 | 0 | 104 | 0 | 104 | 0 | 0 | 164 | 0 | 0 | 164 | 0 | 0 | 269 |
| 2022-05-18 18:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 92 | 0 | 0 | 109 | 0 | 0 | 109 | 0 | 0 | 201 |
| 2022-05-18 18:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 66 | 0 | 0 | 66 | 0 | 0 | 180 |
| 2022-05-18 19:00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 75 | 0 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 155 |
| 2022-05-18 19:15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 99 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 147 |
| 2022-05-18 19:30:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 0 | 0 | 20 | 0 | 0 | 2 | 0 | 0 | 137 |
| 2022-05-18 19:45:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 63 | 0 | 63 | 0 | 0 | 82 | 2 | 0 | 84 | 0 | 0 | 148 |
| Grand Total | 9 | 2 | 0 | 8 | 3 | 1 | 1 | 4041 | | 4042 | 0 | 0 | 4802 | 10 | 0 | 4812 | 0 | 0 | 8862 |
| % Approach | 75.0% | 25.0% | %0.0 | | | | %0:0 | 100.0% | | | | | %8'66 | 0.5% | %0:0 | | | | |
| % Total | 0.1% | %0.0 | %0.0 | 0.1% | | | 0.0% | 45.6% | %0.0 | 45.6% | | | 54.2% | 0.1% | %0.0 | 54.3% | | | |
| Lights | 9 | 2 | 0 | 8 | | | _ | 3961 | 0 | 3962 | | | 4710 | 10 | 0 | 4720 | | | 8690 |
| % Lights | 100.0% | 100.0% | %0.0 | 100.0% | | | 100.0% | 88.0% | %0.0 | 38.0 % | | | 98.1% | 100.0% | %0.0 | 98.1% | | | 98.1% |
| Articulated Trucks | 0 | 0 | 0 | 0 | | | 0 | 22 | 0 | 22 | | | 17 | 0 | 0 | 17 | | | 39 |
| % Articulated Trucks | %0:0 | %0.0 | %0.0 | %0.0 | | | %0.0 | 0.5% | %0.0 | 0.5% | | | 0.4% | %0.0 | %0.0 | 0.4% | | | 0.4% |
| Buses and Single-Unit Trucks | 0 | 0 | 0 | 0 | | | 0 | 28 | 0 | 28 | | | 75 | 0 | 0 | 75 | | | 133 |
| % Buses and Single-Unit Trucks | %0.0 | %0.0 | %0.0 | %0.0 | | | %0.0 | 1.4% | %0.0 | 1.4% | | | 1.6% | %0.0 | %0.0 | 4.6% | | | 1.5% |
| Pedestrians | | | | | 2 | 0 | | | | | 0 | 0 | | | | | 0 | 0 | |
| % Pedestrians | | | | | %2.99 | %0.0 | | | | | %0.0 | %0.0 | | | | | 0.0% | %0.0 | |
| Bicycles on Crosswalk | | | | | - 30 | | | | | | 0 300 | 0 70 | | | | | 0 38 | 0 330 | |
| % Bicycles on Crosswalk | | | | | 33.3% | 100.0% | | | | | %0.0 | %0.0 | | | | | %0.0 | %0.0 | |

| DGL | | | | | | L Consulting 455 Briarfiel Maumee, | ld Blvd | , Suite E | | | | | ∭ DG | L | |
|--|--|--|--|---|--|--|--|--|---|--|---|--|--|---|---|
| Leg | Maumee We | stern Rese | rve Rd | | | | | N Boundary | | | | | | | |
| Direction | Eastbound | | | _ | _ | | ١ | Northwestbou | und | | _ | _ | | | |
| Start Time 2022-05-18 07:00:00 | Bear left B | ear right 1 | Hard right U | -Turn A | pp Total P∈ 173 | eds CW Peds 0 | CCW L | eft B | ear left R 88 | ight U | -Turn Ap | pp Total 93 | Peds CW Pe | eds CCW 0 | |
| 2022-05-18 07:00:00 | 74 87 | 114 | 0 | 0 | 201 | 0 | 0 | 0 | 100 | 13 | 0 | 113 | 0 | 0 | |
| 2022-05-18 07:30:00 | 98 | 134 | 0 | 0 | 232 | 0 | 0 | 0 | 113 | 18 | 0 | 131 | 0 | 0 | |
| 2022-05-18 07:45:00 | 101 | 147 | 0 | 0 | 248 | 0 | 0 | 0 | 142 | 21 | 0 | 163 | 0 | 0 | |
| 2022-05-18 08:00:00 | 100 | 131 | 0 | 0 | 231 | 0 | 0 | 0 | 78 | 4 | 0 | 82 | 0 | 0 | |
| 2022-05-18 08:15:00 2022-05-18 08:30:00 | 90 90 | 127 126 | 1 | 0 | 218 216 | 0 | 0 | 0 | 96 81 | 14 40 | 0 | 110 121 | 0 | 0 | |
| 2022-05-18 08:45:00 | 104 | 144 | 0 | 0 | 248 | 0 | 0 | 0 | 110 | 37 | 0 | 147 | 0 | 0 | |
| 2022-05-18 11:00:00 | 71 | 120 | 0 | 0 | 191 | 0 | 0 | 0 | 115 | 15 | 0 | 130 | 0 | 0 | |
| 2022-05-18 11:15:00 | 89 | 111 | 0 | 0 | 200 | 0 | 0 | 0 | 131 | 12 | 0 | 143 | 1 | 0 | |
| 2022-05-18 11:30:00 | 94 | 129 | 0 | 0 | 223 | 0 | 0 | 0 | 107 | 9 | 0 | 116 | 0 | 1 | |
| 2022-05-18 11:45:00 | 99 | 182 | 0 | 0 | 281 | 0 | 0 | 0 | 100 | 15 7 | 0 | 115 | 0 | 0 | |
| 2022-05-18 12:00:00 2022-05-18 12:15:00 | 98 100 | 162 148 | 0 | 0 | 260 248 | 0 | 0 | 1 | 135 96 | 13 | 0 | 143 109 | 0 | 0 | |
| 2022-05-18 12:30:00 | 82 | 139 | 0 | 0 | 221 | 0 | 0 | 0 | 121 | 14 | 0 | 135 | 0 | 0 | |
| 2022-05-18 12:45:00 | 113 | 153 | 0 | 0 | 266 | 0 | 0 | 0 | 109 | 20 | 0 | 129 | 0 | 0 | |
| 2022-05-18 15:00:00 | 111 | 110 | 0 | 0 | 221 | 0 | 0 | 0 | 146 | 16 | 0 | 162 | 0 | 0 | |
| 2022-05-18 15:15:00 | 123 | 160 | 0 | 0 | 283 | 0 | 0 | 0 | 108 | 20 | 0 | 128 | 0 | 0 | |
| 2022-05-18 15:30:00 2022-05-18 15:45:00 | 105 133 | 166 152 | 0 | 0 | 271 285 | 0 | 0 | 0 | 174 139 | 17 14 | 0 | 191 153 | 0 | 0 | |
| 2022-05-18 16:00:00 | 109 | 169 | 0 | 0 | 278 | 0 | 0 | 0 | 125 | 18 | 0 | 143 | 0 | 0 | |
| 2022-05-18 16:15:00 | 122 | 177 | 0 | 0 | 299 | 0 | 0 | 0 | 131 | 12 | 0 | 143 | 0 | 0 | |
| 2022-05-18 16:30:00 | 91 | 163 | 1 | 0 | 255 | 0 | 0 | 0 | 216 | 16 | 0 | 232 | 0 | 0 | |
| 2022-05-18 16:45:00 | 119 | 168 | 0 | 0 | 287 287 | 0 | 0 | 0 | 166 | 12 21 | 0 | 178 | 0 | 0 | |
| 2022-05-18 17:00:00 2022-05-18 17:15:00 | 125 130 | 162 173 | 0 | 0 | 287 303 | 0 | 0 | 0 | 188 189 | 21 18 | 0 | 209 207 | 0 | 1 | |
| 2022-05-18 17:30:00 | 119 | 173 | 0 | 0 | 297 | 0 | 0 | 0 | 195 | 18 | 0 | 213 | 0 | 0 | |
| 2022-05-18 17:45:00 | 123 | 162 | 2 | 0 | 287 | 0 | 0 | 0 | 105 | 15 | 0 | 120 | 0 | 0 | |
| 2022-05-18 18:00:00 | 108 | 144 | 0 | 0 | 252 | 0 | 0 | 0 | 112 | 6 | 0 | 118 | 0 | 0 | |
| 2022-05-18 18:15:00 | 87 | 128 | 0 | 0 | 215 | 0 | 0 | 0 | 138 | 18 | 0 | 156 | 0 | 0 | |
| 2022-05-18 18:30:00 2022-05-18 18:45:00 | 76 61 | 97 114 | 0 | 0 | 173 175 | 0 | 0 | 0 | 86 92 | 16 14 | 0 | 102 106 | 0 | 0 | |
| 2022-05-18 19:00:00 | 70 | 92 | 0 | 0 | 162 | 0 | 0 | 0 | 96 | 9 | 0 | 105 | 1 | 0 | |
| 2022-05-18 19:15:00 | 66 | 92 | 0 | 0 | 158 | 0 | 0 | 0 | 89 | 4 | 0 | 93 | 0 | 0 | |
| 2022-05-18 19:30:00 | 51 | 81 | 0 | 0 | 132 | 0 | 0 | 0 | 65 | 16 | 0 | 81 | 0 | 0 | |
| 2022-05-18 19:45:00 Grand Total | 54 | 95 | 2 | 0 | 151 | 0 | 0 | 0 | 59 | 8 | 0 | 67 | 0 | 2 | |
| Grand Total % Approach | 3473 41.2% | 4949 58.7% | 6 0.1% | 0.0% | 8428 | 0 | 0 | 0.0% | 4341 88.8% | 545 11.2% | 0.0% | 4887 | 3 | 2 | |
| % Approach % Total | 19.2% | 27.3% | 0.1% | 0.0% | 46.5% | | | 0.0% | 24.0% | 3.0% | 0.0% | 27.0% | | | |
| Lights | 3420 | 4877 | 6 | 0.070 | 8303 | | | 1 | 4261 | 518 | 0 | 4780 | | | |
| % Lights | 98.5% | 98.5% | 100.0% | 0.0% | 98.5% | | | 100.0% | 98.2% | 95.0% | 0.0% | 97.8% | | | |
| Articulated Trucks | 12 | 18 | 0 | 0 | 30 | | | 0 | 21 | 10 | 0 | 31 | | | |
| % Articulated Trucks Buses and Single-Unit Trucks | 0.3% 41 | 0.4% 54 | 0.0% | 0.0% | 0.4% 95 | | | 0.0% | 0.5% 59 | 1.8% 17 | 0.0% | 0.6% 76 | | | |
| % Buses and Single-Unit Trucks | 1.2% | 1.1% | 0.0% | 0.0% | 1.1% | | | 0.0% | 1.4% | 3.1% | 0.0% | 1.6% | | | |
| Pedestrians | , | | | | | 0 | 0 | | | | | | 3 | 2 | |
| % Pedestrians | | | | | | 0.0% | 0.0% | | | | | | 100.0% | 100.0% | |
| Bicycles on Crosswalk | | | | | | 0 | | | | | | | 0 | 0 | |
| % Bicycles on Crosswalk | | | | | | - | 0 | | | | | | 0.007 | 0.007 | |
| | | | | | | 0.0% | 0.0% | | | | | | 0.0% | 0.0% | |
| | W Front St | | | | | - | 0.0% | V Front St | | | | | 0.0% | 0.0% | |
| Leg Direction | Northeastboo | | | | | 0.0% | 0.0% V | Southwestbo | | | | | | | |
| Leg Direction Start Time | Northeastbou Hard left T | hru F | | | | 0.0% | 0.0% V S CCW L | Southwestbo | hru B | earright U | | | Peds CW Pe | eds CCW I | nt Total |
| Leg Direction Start Time 2022-05-18 07:00:00 | Northeastbou Hard left T | hru F | 0 | 0 | 0 | 0.0% eds CW Peds | 0.0% V S CCW L | Southwestbo eft Ti | hru B | 89 | 0 | 98 | Peds CW Pe | eds CCW II | 364 |
| Leg Direction Start Time 2022-05-18 07:00:00 2022-05-18 07:15:00 | Northeastbou Hard left T 0 0 | hru F | | | | 0.0% | 0.0% V S CCW L | Southwestbor Left Ti 9 12 | hru B 0 1 | 89 104 | 0 | 98 117 | Peds CW Pe 0 0 | eds CCW II | 364 432 |
| Leg Direction Start Time 2022-05-18 07:00:00 2022-05-18 07:15:00 2022-05-18 07:30:00 | Northeastbou Hard left T | hru F O O | 0 | 0 | 0 | 0.0% eds CW Peds 0 | 0.0% V S CCW L 0 | Southwestbo eft Ti | hru B | 89 | 0 | 98 | Peds CW Pe | eds CCW II | 364 |
| Leg Direction Start Time 2022-05-18 07:00:00 2022-05-18 07:15:00 2022-05-18 07:45:00 2022-05-18 07:45:00 2022-05-18 08:00:00 | Northeastbot Hard left T 0 0 0 0 | hru F 0 0 1 0 | 0 1 1 0 2 | 0 0 0 0 | 0 1 2 0 2 | 0.0% eds CW Peds 0 0 0 0 | 0.0% V S CCW L 0 0 0 0 0 0 0 | Southwestbor .eft Ti 9 12 15 10 19 | hru B 0 1 0 | 89 104 148 133 115 | 0 0 0 0 | 98 117 163 143 135 | Peds CW Pe | eds CCW II | 364 432 528 554 450 |
| Leg Direction Start Time 2022-05-18 07:00:00 2022-05-18 07:15:00 2022-05-18 07:45:00 2022-05-18 07:45:00 2022-05-18 00:00:00 2022-05-18 08:15:00 | Northeastbou Hard left T 0 0 0 0 0 | hru F 0 0 1 0 0 | 0 1 1 0 2 | 0 0 0 0 | 0 1 2 0 2 | 0.0% ods CW Peds 0 0 0 0 0 | 0.0% V S CCW L 0 0 0 0 0 0 | Southwestbor eft TI 9 12 15 10 19 13 | hru B 0 1 0 0 1 1 | 89 104 148 133 115 82 | 0 0 0 0 0 | 98 117 163 143 135 96 | Peds CW Pe | eds CCW II | 364 432 528 554 450 424 |
| Leg Direction Start Time 2022-05-18 07-00:00 2022-05-18 07:15:00 2022-05-18 07:30:00 2022-05-18 08:00:00 2022-05-18 08:00:00 2022-05-18 08:00:00 2022-05-18 08:30:00 | Northeastbou Hard left T 0 0 0 0 0 0 0 | hru 6 0 0 1 0 0 0 | 0 1 1 0 2 0 | 0 0 0 0 0 | 0 1 2 0 2 0 2 | 0.0% | 0.0% V S CCW L O O O O O O O O | Southwestbor Left TI 9 12 15 10 19 13 14 | hru B 0 1 0 0 1 1 1 1 1 | 89 104 148 133 115 82 103 | 0 0 0 0 0 | 98 117 163 143 135 96 118 | Peds CW Pe | eds CCW II | 364 432 528 554 450 424 457 |
| Leg Direction Start Time 2022-05-18 07:00:00 2022-05-18 07:15:00 2022-05-18 07:30:00 2022-05-18 07:30:00 2022-05-18 08:00:00 2022-05-18 08:00:00 2022-05-18 08:15:00 2022-05-18 08:45:00 | Northeastbook Hard left T 0 0 0 0 0 0 1 0 1 | hru F 0 0 1 0 0 0 0 | 0 1 1 0 2 0 1 | 0 0 0 0 | 0 1 2 0 2 | 0.0% ods CW Peds 0 0 0 0 0 | 0.0% V S CCW L 0 0 0 0 0 0 | Southwestbor eft TI 9 12 15 10 19 13 | hru B 0 1 0 0 1 1 1 1 | 89 104 148 133 115 82 | 0 0 0 0 0 0 | 98 117 163 143 135 96 | Peds CW Pe | eds CCW II | 364 432 528 554 450 424 457 538 |
| Leg Direction Start Time 2022-05-18 07:00:00 2022-05-18 07:15:00 2022-05-18 07:45:00 2022-05-18 07:45:00 2022-05-18 08:45:00 2022-05-18 08:00:00 2022-05-18 08:00:00 2022-05-18 08:30:00 2022-05-18 08:30:00 2022-05-18 08:30:00 2022-05-18 1:00:00 | Northeastbou Hard left T 0 0 0 0 0 0 0 | hru 6 0 0 1 0 0 0 | 0 1 1 0 2 0 | 0 0 0 0 0 0 | 0 1 2 0 2 0 2 4 | 0.0% eds CW Peds 0 0 0 0 0 0 0 | 0.0% V S CCW L O O O O O O O O O O O O O O O O O O | Southwestbor Left TI 9 12 15 10 19 13 14 29 | hru B 0 1 0 0 1 1 1 1 1 | 89 104 148 133 115 82 103 110 | 0 0 0 0 0 | 98 117 163 143 135 96 118 139 | Peds CW Pe | eds CCW II | 364 432 528 554 450 424 457 |
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| Leg Direction Start Time 2022-06-18 07-00:00 2022-06-18 07-15:00 2022-06-18 07-15:00 2022-06-18 07-15:00 2022-06-18 08-00:00 2022-06-18 08-00:00 2022-06-18 08-00:00 2022-06-18 08-45:00 2022-06-18 08-45:00 2022-06-18 11:00:00 2022-06-18 11:15:00 2022-06-18 11:15:00 2022-06-18 12:20:00 2022-06-18 12:20:00 2022-06-18 12:30:00 2022-06-18 12:30:00 2022-06-18 12:30:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 16:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 18:00:00 2022-06-18 19:00:00 2 | Northeastbor Hard left T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | hru | 0 1 1 1 0 0 0 1 1 0 0 0 0 1 1 1 0 0 0 0 | 0 | 0 1 1 2 0 0 2 4 4 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0.0% | 0.0% V | Southwestbor. eft Ti 9 9 12 15 10 19 13 14 29 10 23 11 19 7 7 9 6 15 17 24 23 13 12 9 16 12 21 11 14 12 6 9 16 10 13 14 16 16 17 27 17 28 18 18 18 18 18 18 18 18 18 18 18 18 18 | New York New York | 89 104 148 133 315 82 110 107 103 128 81 115 15 16 16 16 16 16 16 16 16 17 7 4 4297 74 4227 423 18 18 18 90 18 3 18 18 18 18 18 18 18 18 18 18 18 18 18 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 98.19 1877 1633 1433 1433 1433 1439 1696 13996 1077 1399 1077 1399 1066 1322 1707 1711 150 1622 1707 1646 1757 1759 177 171 171 1750 177 177 177 177 177 177 177 177 177 17 | Peds CW Peds O O O O O O O O O O O O O O O O O O O | eds CCW II | 364 432 528 554 450 424 457 538 428 471 479 535 510 465 500 544 647 606 593 596 649 697 702 675 551 492 541 382 380 350 336 285 18125 |
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| Leg Direction Start Time 2022-05-18 07:00:00 2022-05-18 07:05:00 2022-05-18 07:45:00 2022-05-18 08:00:00 2022-05-18 08:00:00 2022-05-18 08:00:00 2022-05-18 08:45:00 2022-05-18 08:45:00 2022-05-18 11:00:00 2022-05-18 11:00:00 2022-05-18 11:00:00 2022-05-18 11:00:00 2022-05-18 11:00:00 2022-05-18 12:00:00 2022-05-18 12:00:00 2022-05-18 12:00:00 2022-05-18 15:00:00 2022-05-18 15:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 16:00:00 2022-05-18 18:00:00 2022-05-18 18:00:00 2022-05-18 18:00:00 2022-05-18 18:00:00 2022-05-18 19:00:00 | Northeastbox Hard left T 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | hru | 0 1 1 1 0 2 0 0 1 1 1 0 0 0 0 1 1 1 1 1 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 1 1 2 0 0 2 2 4 4 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0.0% | 0.0% V | Southwestbor.eft Ti 9 9 9 12 155 10 10 12 13 14 42 19 10 10 11 11 11 11 11 11 11 11 11 11 11 | hru B 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 89 104 148 133 151 152 103 110 103 128 119 100 103 128 119 100 104 119 100 105 158 138 158 158 158 159 159 159 159 159 159 159 159 159 159 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 98.19 187 187 183 143 143 143 143 143 149 167 171 172 173 199 186 146 146 147 171 150 166 166 166 168 169 199 199 182 184 167 168 168 168 169 170 170 170 170 170 170 170 170 170 170 | Peds CW Peds O O O O O O O O O O O O O O O O O O O | eds CCW II | 364 432 528 554 450 424 457 538 428 471 479 555 610 465 502 520 544 647 606 593 596 649 649 649 649 677 702 675 551 492 551 482 380 336 328 336 328 336 328 337 336 328 337 336 337 336 337 337 338 338 338 338 338 338 338 338 |

Appendix C Warrant Evaluations

Multi-Way Stop Application

OMU

| ITCD Section 2B.07 | |
|---|-----|
| A. Where traffic control signals are justified, the multi-way stop is an interim measure that car be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. | |
| B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as | No |
| right-angle collisions. | 140 |
| C. Minimum Volumes: | |
| 1 The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour | |
| for any 8 hours of an average day. | Yes |
| 2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average | |
| delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.* | No |
| *If this condition is satisfied, there must also be an average delay of at least 30 seconds per vehicle during the peak hour. | NO |
| 3 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum volume warrants are 70 percent of the values provided in | |
| Items 1 and 2. | Yes |
| D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to | |
| 80 percent of the minimum values. Criterion C.3 is excluded from this condition. | No |
| | |
| Other criteria that may be considered in an engineering study include: | |
| A. The need to control left-turn conflicts;B. The need to control vehicle/pedestrian conflicts near locations that generate | Yes |
| high pedestrian volumes; | No |
| C. Locations where a road user, after stopping, cannot see conflicting traffic and is | |
| not able to negotiate the intersection unless conflicting cross traffic is also | |
| required to stop; and | Yes |
| D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would | ı |
| similar design and operating characteristics where multi-way stop control would | i |

Are the requirements for Multi-Way Stop Satisfied?:

improve traffic operational characteristics of the intersection.

No

22090_ODOT+Signal+Warrant+Spreadsheet_March2022.xlsx

| TRAFFIC SI | GNAL | WARRA | ANT ANALYSIS FINDINGS |
|--|-------------|-----------------------|--|
| | Applicable? | Warrant Satisfied? | Notes and Comments: |
| Warrant 1, Eight-Hour Vehicular Volume | Yes | No | |
| Warrant 2, Four-Hour Vehicular Volume | Yes | No | |
| Warrant 3, Peak Hour | Yes | No | Signals installed under Warrant 3 should be traffic actuated. Peak Hour 7:45 AM 8:45 AM |
| For Warrants 1-3, new | ODOT signa | ls must be ba | sed off of 100% volume thresholds (TEM 402-3.2) |
| Warrant 4, Pedestrian Volume | Yes | No | If this warrant is met, and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4E of the OMUTCD. |
| Warrant 5, School Crossing | N/A | No | N/A |
| Warrant 6, Coordinated Signal System | Yes | No | (Shall not be used as the sole warrant in the analysis) |
| Warrant 7, Crash Experience | Yes | No | If this is the sole warrant, signal must be semi-actuated with control devices which provide proper coordination if installed at an intersection within a coordinated system and normally should be fully traffic actuated if installed at an isolated intersection. |
| Warrant 8, Roadway Network | Yes | Yes | (Shall not be used as the sole warrant in the analysis) |
| Warrant 9, Intersection Near a Grade Crossing | N/A | No | |
| Multi-Way Stop Warrant | Yes | Yes | May be used as an interim measure if traffic signal warrants are satisfied. |
| The satisfaction of a traffic sign | nal warran | t or warrant | s shall not in itself require the installation of a traffic |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

If no warrants are satisfied, additional options may be considered:

- 1. An engineering study, performed by a firm prequalified by ODOT for signal design, if approved by the ODOT district, may be used to justify a new signal installation or retention of an existing signal that otherwise does not meet the published warrants. An example of such an instance is a traffic signal in proximity to a railroad crossing that serves to reduce queuing across the tracks.
- According to TEM 402-2, If the actual turning movement counts fail to satisfy a signal warrant, it may be
 acceptable to use traffic volumes projected to the second year after project completion. The Modeling and
 Forecasting Section should provide the projected traffic volumes.
- 3. A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see Chapter 4C of TEM) or at a location that meets traffic signal warrants under Sections 4C.05 and/or 4C.06 but a decision is made to not install a traffic control signal. Please fill inputs on PHB Score Sheet and submit to ODOT.

Considerations such as geometrics and lack of sight distance generally have not been accepted in lieu of satisfying signal warrants. These considerations may allow an otherwise unwarranted traffic signal to be retained at **100 percent** local cost. Please review TEM 402-4 for details.

| | Conclusion: Do Not Install New Traffic Signal |
|--------|---|
| Notes: | |
| | |

Published Jan. 2022 Input & Findings Page 2

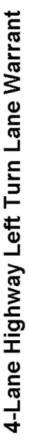
EB US-20 2042 PM (<1%) - DOES NOT MEET WARRANTS

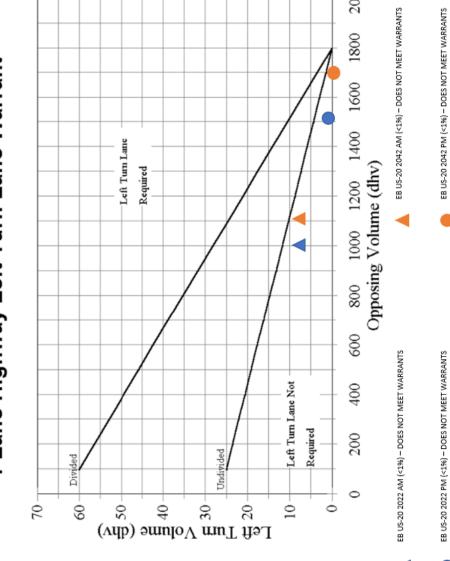
WOO-20-0.056-0.46 Traffic Study

4-LANE LEFT TURN LANE WARRANT

401-5c

REFERENCE SECTION 401.6.1



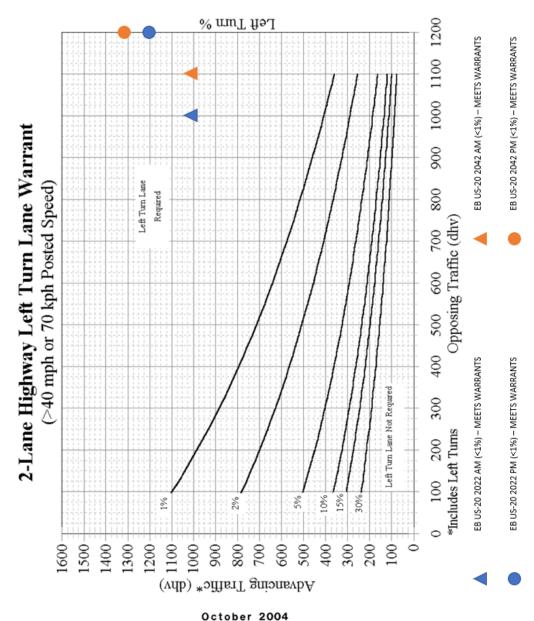


October 2004

2-LANE LEFT TURN LANE WARRANT (HIGH SPEED)

401-5b

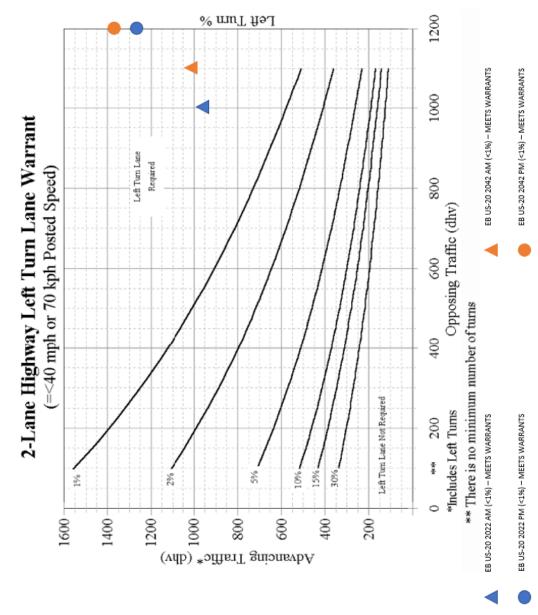
REFERENCE SECTION 401.6.1



2-LANE LEFT TURN LANE WARRANT (LOW SPEED)

401-5a

REFERENCE SECTION 401.6.1



October 2004

Appendix D HCS Evaluations

| General Information | | | | | | Sit | te Info | rmatio | n | | | | | |
|---|------------|----------|--|--|--------------|---|---|--------|-------------|-------------------|-------------|-----------|---|---------|
| Analyst | tsj | | | T | 1 | * | 1 | Inter | section | | IN | laumee \ | Western Re | serve & |
| Agency or Co. | DGL C | Consulti | ng Engine | eers | | - | | E/W | Street Na | me | N | laumee \ | Western Re | eserve |
| Date Performed | 6/22/ | 2022 | | | | | | N/S | Street Na | me | 0 | rleans Pa | ark Drivewa | ау |
| Analysis Year | 2022 | | | | 4 ↓ (| W T E |) 1 > | Analy | sis Time | Period, hrs | 1. | 00 | | |
| Time Analyzed | AM Pe | eak Hou | r - Build | | • (| | | Peak | Hour Fac | tor | 0. | 92 | | |
| Project Description | Multi- | -Lane R | AΒ | | | - | 1 | Juriso | diction | | Pe | errysbur | 9 | |
| Volume Adjustments | and S | Site C | harac | teristic | s | | | | | | | | | |
| Approach | | I | EB | | | WB | | | N | В | | | SB | |
| Movement | U | L | Т | R | U | L T | R | U | L | Т | R U | J | _ Т | R |
| Number of Lanes (N) | 0 | 0 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 | 0 (|) (|) 1 | 0 |
| Lane Assignment | L | .T | | Т | LT | | TR | | | | | | | LTR |
| Volume (V), veh/h | 0 | 7 | 990 | | 0 | 0 10 | 33 5 | | | | (|) ; | 2 0 | 3 |
| Percent Heavy Vehicles, % | 2 | 2 | 2 | | 2 | 2 2 | 2 2 | | Lauren | | | 4 4 | 4 4 | 4 |
| Flow Rate (VPCE), pc/h | 0 | 8 | 1098 | | 0 | 0 11 | 45 6 | | | | | o : | 2 0 | 3 |
| Right-Turn Bypass | | N | one | | | None | | | No | ne | | | None | |
| Conflicting Lanes | | | 1 | | | 1 | | | | | | | 2 | |
| Pedestrians Crossing, p/h | Tall lives | | 0 | | | 0 | | | | | | | 0 | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | |
| Critical and Follow-U | Jp Hea | adwa | y Adju | stmen | t | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Approach | | | | EB | | | WB | | el/Acid est | NB | E M-1, 1820 | | SB | |
| Approach Lane | | | Left | | | Left | WB Right | Bypass | Left | NB Right | Bypass | Left | SB Right | Bypass |
| Lane | | | Left 4.5436 | EB Right 4.5436 | Bypass | Left 4.5436 | | Bypass | Left | | Bypass | Left | | Bypass |
| Lane Critical Headway, s | | | | Right | | | Right | Bypass | Left | | Bypass | Left | Right | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s | Capac | city a | 4.5436 2.5352 | Right 4.5436 2.5352 | Bypass | 4.5436 | Right 4.5436 | Bypass | Left | | Bypass | Left | Right 4.3276 | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, | Capac | city a | 4.5436 2.5352 | Right 4.5436 2.5352 Ratios | Bypass | 4.5436 | Right 4.5436 | Bypass | Left | | Bypass | Left | Right 4.3276 | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach | Capac | city a | 4.5436 2.5352 nd v/c | Right 4.5436 2.5352 Ratios | Bypass | 4.5436 2.5352 | Right 4.5436 2.5352 WB | | Left | Right | | Left | Right 4.3276 2.5352 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane | Capac | city a | 4.5436 2.5352 | Right 4.5436 2.5352 Ratios | Bypass | 4.5436 | Right 4.5436 2.5352 | Bypass | | Right | Bypass | | Right 4.3276 2.5352 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h | Capa | city a | 4.5436 2.5352 nd v/c Left 476 | Right 4.5436 2.5352 Ratios EB Right 630 | Bypass | 4.5436 2.5352 Left | Right 4.5436 2.5352 WB Right | | | Right | | | Right 4.3276 2.5352 SB Right | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h | Capa | city a | 4.5436 2.5352 nd v/c Left | Right 4.5436 2.5352 Ratios EB Right | Bypass | 4.5436 2.5352 Left 691 | Right 4.5436 2.5352 WB Right 460 | | | Right | | | Right 4.3276 2.5352 SB Right 5 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h | Capa | city a | 4.5436 2.5352 nd v/c Left 476 | Right 4.5436 2.5352 Ratios EB Right 630 618 | Bypass | 4.5436 2.5352 Left 691 | Right 4.5436 2.5352 WB Right 460 451 | | | NB Right | | | Right 4.3276 2.5352 SB Right 5 5 | |
| Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h | Capad | city a | 4.5436 2.5352 nd v/c Left 476 | Right 4.5436 2.5352 Ratios EB Right 630 618 2 | Bypass | 4.5436 2.5352 Left 691 | Right 4.5436 2.5352 WB Right 460 451 8 | | | NB Right | | | Right 4.3276 2.5352 SB Right 5 5 1145 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h | Capac | city a | 4.5436 2.5352 nd v/c Left 476 466 | Right 4.5436 2.5352 Ratios EB Right 630 618 2 1100 | Bypass | 4.5436 2.5352 Left 691 677 | Right 4.5436 2.5352 WB Right 460 451 8 1148 | | | NB Right | | | Right 4.3276 2.5352 SB Right 5 1145 0 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h | Capa | a land | 4.5436 2.5352 nd v/c Left 476 466 | Right 4.5436 2.5352 Ratios EB Right 630 618 2 1100 1417 | Bypass | 4.5436 2.5352 Left 691 677 | Right 4.5436 2.5352 WB Right 460 451 8 1148 | | | NB Right | | | Right 4.3276 2.5352 SB Right 5 1145 0 537 | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h | | | 4.5436 2.5352 nd v/c Left 476 466 | Right 4.5436 2.5352 Ratios EB Right 630 618 2 1100 1417 1390 | Bypass | 4.5436 2.5352 Left 691 677 1410 1382 | Right 4.5436 2.5352 WB Right 460 451 8 1148 1410 1382 | | | NB Right | | | Right 4.3276 2.5352 SB Right 5 1145 0 537 516 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (cpee), veh/h v/c Ratio (x) | | | 4.5436 2.5352 nd v/c Left 476 466 | Right 4.5436 2.5352 Ratios EB Right 630 618 2 1100 1417 1390 | Bypass | 4.5436 2.5352 Left 691 677 1410 1382 | Right 4.5436 2.5352 WB Right 460 451 8 1148 1410 1382 | | | NB Right | | | Right 4.3276 2.5352 SB Right 5 1145 0 537 516 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h V/c Ratio (x) Delay and Level of S | | | 4.5436 2.5352 nd v/c Left 476 466 | Right 4.5436 2.5352 Ratios EB Right 630 618 2 1100 1417 1390 0.44 | Bypass | 4.5436 2.5352 Left 691 677 1410 1382 | Right 4.5436 2.5352 WB Right 460 451 8 1148 1410 1382 0.33 | | | NB Right | | | Right 4.3276 2.5352 SB Right 5 1145 0 537 516 0.01 | Bypas |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpce), pc/h Capacity (cpce), pc/h V/C Ratio (x) Delay and Level of S Approach | ervice | | 4.5436 2.5352 nd v/c Left 476 466 1417 1390 0.34 | Right 4.5436 2.5352 Ratios EB Right 630 618 2 1100 1417 1390 0.44 EB | Bypass | 4.5436 2.5352 Left 691 677 1410 1382 0.49 | Right 4.5436 2.5352 WB Right 460 451 8 1148 1410 1382 0.33 | Bypass | Left | NB Right 1108 14 | Bypass | Left | Right 4.3276 2.5352 SB Right 5 1145 0 537 516 0.01 | Bypas |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h V/c Ratio (x) Delay and Level of S Approach Lane | ervice | | 4.5436 2.5352 nd v/c Left 476 466 1417 1390 0.34 | Right 4.5436 2.5352 Ratios EB Right 630 618 2 1100 1417 1390 0.44 EB Right | Bypass | 4.5436 2.5352 Left 691 677 1410 1382 0.49 | Right 4.5436 2.5352 WB Right 460 451 8 1148 1410 1382 0.33 WB Right | Bypass | Left | NB Right 1108 14 | Bypass | Left | Right 4.3276 2.5352 SB Right 5 1145 0 537 516 0.01 SB Right | Bypas |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h V/c Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh | ervice | | 4.5436 2.5352 nd v/c Left 476 466 1417 1390 0.34 Left 5.6 | Right 4.5436 2.5352 Ratios EB Right 630 618 2 1100 1417 1390 0.44 EB Right 6.9 | Bypass | 4.5436 2.5352 Left 691 677 1410 1382 0.49 | Right 4.5436 2.5352 WB Right 460 451 8 1148 1410 1382 0.33 WB Right 5.5 | Bypass | Left | NB Right 1108 14 | Bypass | Left | Right 4.3276 2.5352 SB Right 5 1145 0 537 516 0.01 SB Right 7.1 | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh Lane LOS | ervice | | 4.5436 2.5352 nd v/c Left 476 466 1417 1390 0.34 Left 5.6 A | Right 4.5436 2.5352 Ratios EB Right 630 618 2 1100 1417 1390 0.44 EB Right 6.9 A | Bypass | 4.5436 2.5352 Left 691 677 1410 1382 0.49 Left 7.5 | Right 4.5436 2.5352 WB Right 460 451 8 1148 1410 1382 0.33 WB Right 5.5 A | Bypass | Left | NB Right 1108 14 | Bypass | Left | Right 4.3276 2.5352 SB Right 5 1145 0 537 516 0.01 SB Right 7.1 A | |

| General Information | | | | | | Si | te Info | rmatio | n | | | | | |
|---|---------|-----------|--|---|--------------|--|--|----------|------------|-----------------|--------|------------|---|-----------|
| Analyst | tsj | | | T | | 4 | | Inter | section | | IN | Naumee V | Vestern Re | eserve &. |
| Agency or Co. | - | Consultin | g Engine | ers | | ← + | | | Street Na | me | | | Vestern Re | |
| Date Performed | 6/22/ | | 3 3 | | | | | CI - | Street Nar | | C | Orleans Pa | rk Drivewa | ay |
| Analysis Year | 2022 | | | | ⋠ ↓ (| WIE | 1 > | 4 | | Period, hrs | 1 | .00 | | |
| Time Analyzed | PM Pe | eak Houi | - Build | | 4 | | | Peak | Hour Fac | tor | 0 | .92 | | |
| Project Description | Multi- | Lane RA | В | | | $\vec{\dot{\vec{\cdot}}}$ | | Juris | diction | | Р | errysburg | | |
| Volume Adjustments | s and S | Site C | haract | eristic | s | | | | | | | | | |
| Approach | | Е | В | | | WB | | | N | В | | | SB | |
| Movement | U | L | Т | R | U | L 1 | R | U | L | Т | R | UL | Т | R |
| Number of Lanes (N) | 0 | 0 | 2 | 0 | 0 | 0 2 | 2 0 | 0 | 0 | 0 | 0 | 0 0 | 1 | 0 |
| Lane Assignment | L | T | 1 | | LT | | TR | | | | | | | LTR |
| Volume (V), veh/h | 0 | 0 | 1148 | | 0 | 0 14 | 33 3 | | | | | 0 0 | 0 | 5 |
| Percent Heavy Vehicles, % | 2 | 2 | 2 | | 2 | 2 2 | 2 2 | | | | | 4 4 | 4 | 4 |
| Flow Rate (VPCE), pc/h | 0 | 0 | 1273 | | 0 | 0 15 | 89 3 | | | | | 0 0 | 0 | 6 |
| Right-Turn Bypass | | No | one | | | None | | | No | ne | | | None | |
| Conflicting Lanes | | | 1 | | | 1 | | | | | | | 2 | |
| Pedestrians Crossing, p/h | | |) | | | 0 | | | | | | | 0 | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | |
| Critical and Follow-U | Јр Неа | adway | Adju | stmen | t | | | | | | | | | |
| Approach | | T | | EB | | | WB | | | NB | | | SB | |
| Lane | | | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypass | Left | Right | Bypas |
| Critical Headway, s | | | 4.5436 | 4.5436 | | | | | | | | | | |
| | | | 1.5 150 | 4.5450 | | 4.5436 | 4.5436 | | | | | | 4.3276 | |
| Follow-Up Headway, s | | | 2.5352 | 2.5352 | | 4.5436 2.5352 | 4.5436 2.5352 | | | | | | 4.3276 2.5352 | |
| | Capac | ity ar | 2.5352 | 2.5352 | | | | | | | | | | |
| | Capac | ity ar | 2.5352 | 2.5352 | | | | | | NB | | | | |
| Flow Computations, | Capac | city ar | 2.5352 | 2.5352 Ratios | Bypass | | 2.5352 | Bypass | Left | NB Right | Bypass | Left | 2.5352 | Bypas |
| Flow Computations, Approach | Capac | city ar | 2.5352 nd v/c | 2.5352 Ratios | | 2.5352 | 2.5352 WB | Bypass | Left | | Bypass | Left | 2.5352 SB | Bypas |
| Flow Computations, Approach Lane | Capac | city ar | 2.5352 nd v/c | 2.5352 Ratios EB Right | | 2.5352 Left | 2.5352 WB Right | Bypass | Left | | Bypass | Left | 2.5352 SB Right | Bypas |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h | Capac | city ar | 2.5352 nd v/c Left 547 | 2.5352 Ratios EB Right 726 | | 2.5352 Left 955 | 2.5352 WB Right 637 | Bypass | Left | | Bypass | Left | 2.5352 SB Right 6 | Bypas |
| Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h | Capac | city ar | 2.5352 nd v/c Left 547 | 2.5352 Ratios EB Right 726 711 | | 2.5352 Left 955 | 2.5352 WB Right 637 624 | Bypass | Left | Right | Bypass | Left | 2.5352 SB Right 6 6 | Bypas |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h | Capac | city ar | 2.5352 nd v/c Left 547 | 2.5352 Ratios EB Right 726 711 0 | | 2.5352 Left 955 | 2.5352 WB Right 637 624 | Bypass | Left | Right 1273 | Bypass | Left | 2.5352 SB Right 6 6 1589 | Bypas |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h | Capac | city ar | 2.5352 ad v/c Left 547 537 | 2.5352 Ratios EB Right 726 711 0 1273 | | 2.5352 Left 955 936 | 2.5352 WB Right 637 624 0 1595 | Bypass | Left | Right 1273 | Bypass | Left | 2.5352 SB Right 6 6 1589 | Bypasi |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpce), pc/h | Capac | city ar | 2.5352 nd v/c Left 547 537 | 2.5352 Ratios EB Right 726 711 0 1273 1420 | | 2.5352 Left 955 936 | 2.5352 WB Right 637 624 0 1595 1420 | Bypass | Left | Right 1273 | Bypass | Left | 2.5352 SB Right 6 6 1589 0 368 | Bypas |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (c), veh/h | | | 2.5352 Left 547 537 1420 1392 | 2.5352 Ratios EB Right 726 711 0 1273 1420 1392 | | 2.5352 Left 955 936 1420 1392 | 2.5352 WB Right 637 624 0 1595 1420 1392 | Bypass | Left | Right 1273 | Bypass | Left | 2.5352 SB Right 6 6 1589 0 368 354 | Bypas |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpce), pc/h Capacity (c), veh/h v/c Ratio (x) | | | 2.5352 Left 547 537 1420 1392 | 2.5352 Ratios EB Right 726 711 0 1273 1420 1392 | | 2.5352 Left 955 936 1420 1392 | 2.5352 WB Right 637 624 0 1595 1420 1392 | Bypass | Left | Right 1273 | Bypass | Left | 2.5352 SB Right 6 6 1589 0 368 354 | Bypas |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S | | | 2.5352 Left 547 537 1420 1392 | 2.5352 Ratios EB Right 726 711 0 1273 1420 1392 0.51 | | 2.5352 Left 955 936 1420 1392 0.67 | 2.5352 WB Right 637 624 0 1595 1420 1392 0.45 | Bypass | Left | 1273 3 | Bypass | Left | 2.5352 SB Right 6 6 1589 0 368 354 0.02 | Bypass |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach | ervice | | 2.5352 nd v/c Left 547 537 1420 1392 0.39 | 2.5352 Ratios EB Right 726 711 0 1273 1420 1392 0.51 | Bypass | 2.5352 Left 955 936 1420 1392 0.67 | 2.5352 WB Right 637 624 0 1595 1420 1392 0.45 | | | 1273 3 NB | | | 2.5352 SB Right 6 6 1589 0 368 354 0.02 | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vec), pc/h Capacity (Cpce), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane | ervice | | 2.5352 Left 547 537 1420 1392 0.39 | 2.5352 Ratios EB Right 726 711 0 1273 1420 1392 0.51 EB Right | Bypass | 2.5352 Left 955 936 1420 1392 0.67 | 2.5352 WB Right 637 624 0 1595 1420 1392 0.45 WB Right | | | 1273 3 NB | | | 2.5352 SB Right 6 6 1589 0 368 354 0.02 SB Right | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpex), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh | ervice | | 2.5352 Left 547 537 1420 1392 0.39 Left 6.1 | 2.5352 Ratios EB Right 726 711 0 1273 1420 1392 0.51 EB Right 7.8 | Bypass | 2.5352 Left 955 936 1420 1392 0.67 Left 11.2 | 2.5352 WB Right 637 624 0 1595 1420 1392 0.45 WB Right 6.9 | | | 1273 3 NB | | | 2.5352 SB Right 6 6 1589 0 368 354 0.02 SB Right 10.4 | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h V/c Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh Lane LOS | ervice | | 2.5352 Left 547 537 1420 1392 0.39 Left 6.1 A | 2.5352 Ratios EB Right 726 711 0 1273 1420 1392 0.51 EB Right 7.8 A | Bypass | 2.5352 Left 955 936 1420 1392 0.67 Left 11.2 B | 2.5352 WB Right 637 624 0 1595 1420 1392 0.45 WB Right 6.9 A | | | 1273 3 NB | | | 2.5352 SB Right 6 6 1589 0 368 354 0.02 SB Right 10.4 B | |

| General Information | | | LONG SECURITION OF THE PARTY OF | | | Si | te Info | rmatio | n | - All Control of the | | | | NAME OF TAXABLE PARTY. | ole Charles Control of |
|--|---------|--------------|--|--|-------------|--|---|----------|------------|---|--------|---------|----------|---|------------------------|
| Analyst | tsj | | | | | 4 | | | section | | Τ, | Maum | nee We | estern Re | serve & |
| Agency or Co. | _ | Consultir | ng Engine | eers | 1 | $\overbrace{\downarrow}$ | | | Street Na | me | | | | estern Re | |
| Date Performed | 7/19/ | www.co.co.co | 19 = 119111 | | | | | (A) | Street Nar | | | | ns Park | | 50170 |
| Analysis Year | 2042 | EGIE | | | ↓ ↓↓ | WFE | 1 1 | 4 | ysis Time | | . 1 | 1.00 | is other | | |
| Time Analyzed | 2042 | - AM Pe | ak | | \cdot | | | | Hour Fac | | | 0.92 | Colo III | | STALL STATE |
| Project Description | Multi- | Lane Ro | oundabou | ut | | <u></u> | 1 | Juris | diction | | (| City of | f Perrys | sburg | |
| Volume Adjustment | s and S | Site C | haract | teristic | s | | | | | | | | | | |
| Approach | | E | В | | | WB | | | N | В | | | | SB | |
| Movement | U | L | Т | R | U | L 1 | R | U | L | T | R | U | L | Т | R |
| Number of Lanes (N) | 0 | 0 | 2 | 0 | 0 | 0 2 | 2 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | L | Т | | Г | LT | enda en | TR | | | | | | | | LTR |
| Volume (V), veh/h | 0 | 6 | 1039 | | 0 | 0 11 | 23 5 | | | | | 0 | 2 | 0 | 4 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | | 3 | 3 3 | 3 | | | | | 3 | 3 | 3 | 3 |
| Flow Rate (VPCE), pc/h | 0 | 7 | 1163 | | 0 | 0 12 | 57 6 | | | | | 0 | 2 | 0 | 4 |
| Right-Turn Bypass | | No | one | | | None | | | No | ne | | | N | lone | |
| Conflicting Lanes | | | 1 | | | 1 | | | | | | | | 2 | |
| Pedestrians Crossing, p/h | | | 0 | | | 0 | | | | | | | | 0 | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | | |
| | | | | | | | | | | | | _ | | | - |
| Critical and Follow-U | Јр Неа | adway | / Adju | stmen | t | | | | | | | | | | |
| Critical and Follow-L Approach | Јр Неа | ndway | / Adju | stmen ^s | t | Ι | WB | | 1 | NB | | Г | | SB | |
| | Jp Hea | adway | / Adju | | Bypass | Left | WB Right | Bypass | Left | NB Right | Bypass | Le | eft | SB Right | Bypas |
| Approach | Јр Неа | adway | | EB | | Left 4.5436 | | Bypass | Left | | Bypass | Le | _ | | Bypas |
| Approach Lane | Jp Hea | adway | Left | EB Right | | | Right | Bypass | Left | | Bypass | Le | | Right | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s | | | Left 4.5436 2.5352 | EB Right 4.5436 2.5352 | Bypass | 4.5436 | Right 4.5436 | Bypass | Left | | Bypass | Le | | Right 4.3276 | Bypas |
| Approach Lane Critical Headway, s | | | Left 4.5436 2.5352 | EB Right 4.5436 2.5352 | Bypass | 4.5436 | Right 4.5436 | Bypass | Left | | Bypass | Le | | Right 4.3276 | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, | | | Left 4.5436 2.5352 | EB Right 4.5436 2.5352 Ratios EB | Bypass | 4.5436 | Right 4.5436 2.5352 WB | | Left | Right | | Le | | Right 4.3276 2.5352 SB | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane | | | Left 4.5436 2.5352 and v/c | EB Right 4.5436 2.5352 Ratios | Bypass | 4.5436 2.5352 | Right 4.5436 2.5352 | Bypass | | Right | Bypass | | | Right 4.3276 2.5352 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach | | | Left 4.5436 2.5352 ad v/c | EB Right 4.5436 2.5352 Ratios EB Right | Bypass | 4.5436 2.5352 Left | Right 4.5436 2.5352 WB Right | | | Right | | | | Right 4.3276 2.5352 SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h | | | Left 4.5436 2.5352 ad v/c Left 550 | Right 4.5436 2.5352 Ratios EB Right 620 | Bypass | 4.5436 2.5352 Left 594 | Right 4.5436 2.5352 WB Right 669 | | | Right | | | | Right 4.3276 2.5352 SB Right 6 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h | | | Left 4.5436 2.5352 ad v/c Left 550 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 | Bypass | 4.5436 2.5352 Left 594 | Right 4.5436 2.5352 WB Right 669 650 | | | NB Right | | | | Right 4.3276 2.5352 SB Right 6 6 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h | | | Left 4.5436 2.5352 ad v/c Left 550 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 2 | Bypass | 4.5436 2.5352 Left 594 | Right 4.5436 2.5352 WB Right 669 650 7 | | | NB Right | | | | Right 4.3276 2.5352 SB Right 6 6 1257 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h | | | Left 4.5436 2.5352 ad v/c Left 550 534 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 2 1165 | Bypass | 4.5436 2.5352 Left 594 576 | Right 4.5436 2.5352 WB Right 669 650 7 1261 | | | NB Right | | | | Right 4.3276 2.5352 SB Right 6 6 1257 0 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpee), pc/h | | | Left 4.5436 2.5352 nd v/c Left 550 534 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 2 1165 1417 | Bypass | 4.5436 2.5352 Left 594 576 | Right 4.5436 2.5352 WB Right 669 650 7 1261 1411 | | | NB Right | | | | Right 4.3276 2.5352 SB Right 6 6 1257 0 488 | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpee), pc/h Capacity (Cpee), veh/h | Capac | iity ar | Left 4.5436 2.5352 ad v/c Left 550 534 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 2 1165 1417 1376 | Bypass | 4.5436 2.5352 Left 594 576 | Right 4.5436 2.5352 WB Right 669 650 7 1261 1411 1370 | | | NB Right | | | | Right 4.3276 2.5352 SB Right 6 6 1257 0 488 474 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpee), pc/h Capacity (c), veh/h v/c Ratio (x) | Capac | iity ar | Left 4.5436 2.5352 ad v/c Left 550 534 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 2 1165 1417 1376 | Bypass | 4.5436 2.5352 Left 594 576 | Right 4.5436 2.5352 WB Right 669 650 7 1261 1411 1370 | | | NB Right | | | | Right 4.3276 2.5352 SB Right 6 6 1257 0 488 474 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h V/C Ratio (x) Delay and Level of S | Capac | iity ar | Left 4.5436 2.5352 ad v/c Left 550 534 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 2 1165 1417 1376 0.44 | Bypass | 4.5436 2.5352 Left 594 576 | Right 4.5436 2.5352 WB Right 669 650 7 1261 1411 1370 0.47 | | | NB Right | | | oft | Right 4.3276 2.5352 SB Right 6 6 1257 0 488 474 0.01 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach | Capac | iity ar | Left 4.5436 2.5352 ad v/c Left 550 534 1417 1376 0.39 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 2 1165 1417 1376 0.44 | Bypass | 4.5436 2.5352 Left 594 576 1411 1370 0.42 | Right 4.5436 2.5352 WB Right 669 650 7 1261 1411 1370 0.47 | Bypass | Left | NB Right 1172 13 | Bypass | Le | oft | Right 4.3276 2.5352 SB Right 6 6 1257 0 488 474 0.01 | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane | Capac | iity ar | Left 4.5436 2.5352 ad v/c Left 550 534 1417 1376 0.39 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 2 1165 1417 1376 0.44 EB Right | Bypass | 4.5436 2.5352 Left 594 576 1411 1370 0.42 | Right 4.5436 2.5352 WB Right 669 650 7 1261 1411 1370 0.47 WB Right | Bypass | Left | NB Right 1172 13 | Bypass | Le | oft | Right 4.3276 2.5352 SB Right 6 6 1257 0 488 474 0.01 SB Right | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h Capacity (cypee), pc/h Capacity (choole), pc/h Lane Lane Control Delay (d), s/veh | Capac | iity ar | Left 4.5436 2.5352 ad v/c Left 550 534 1417 1376 0.39 Left 6.2 | EB Right 4.5436 2.5352 Ratios EB Right 620 602 2 1165 1417 1376 0.44 EB Right 6.8 | Bypass | 4.5436 2.5352 Left 594 576 1411 1370 0.42 Left 6.6 | Right 4.5436 2.5352 WB Right 669 650 7 1261 1411 1370 0.47 WB Right 7.4 | Bypass | Left | NB Right 1172 13 | Bypass | Le | oft | Right 4.3276 2.5352 SB Right 6 6 1257 0 488 474 0.01 SB Right 7.8 | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h V/C Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh Lane LOS | Capac | iity ar | Left 4.5436 2.5352 nd v/c Left 550 534 1417 1376 0.39 Left 6.2 A | EB Right 4.5436 2.5352 EB Right 620 602 2 1165 1417 1376 0.44 EB Right 6.8 A | Bypass | 4.5436 2.5352 Left 594 576 1411 1370 0.42 Left 6.6 A | Right 4.5436 2.5352 WB Right 669 650 7 1261 1411 1370 0.47 WB Right 7.4 A | Bypass | Left | NB Right 1172 13 | Bypass | Le | oft | Right 4.3276 2.5352 SB Right 6 6 1257 0 488 474 0.01 SB Right 7.8 A | Bypas |

| General Information | 1 | | | | | Si | te Info | rma | atior | 1 | | | | | | |
|---|--------|-----------|--|--|--------------|---|--|-----|--------|------------|-----------------|--------|---------|----------|---|----------------|
| Analyst | tsj | | | | | 4 | | Т | | ection | | 1 | Maum | nee We | estern Re | serve &. |
| Agency or Co. | - | Consultir | ng Engin | eers | | ← | | | E/W S | Street Nar | ne | _ | | | stern Re | |
| Date Performed | 7/19/ | 2022 | | | | | | 2 | N/S S | treet Nan | ne | | Orlean | ns Park | | |
| Analysis Year | 2042 | | S Million | Manny. | <u>∡</u> ↓ (| W | 1 } | | Analy | sis Time I | Period, hrs | 1 | 1.00 | 19-19 | | |
| Time Analyzed | 2042 | - PM Pea | ak | | - (| | | | Peak I | Hour Fact | or | (|).92 | | | |
| Project Description | Multi- | -Lane Ro | undabo | ut | | → → ▼ | 1 | I | Jurisd | liction | | (| City of | f Perry: | sburg | |
| Volume Adjustment | s and | Site C | harac | teristic | s | | | | | | | - | | | | plusities II s |
| Approach | T | E | В | | | WB | | T | | NI | В | | | | SB | |
| Movement | U | L | Т | R | U | LIT | R | | U | L | Т | R | U | L | Т | R |
| Number of Lanes (N) | 0 | 0 | 2 | 0 | 0 | 0 2 | 2 0 | T | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Lane Assignment | L | Т | | Г | LT | | TR | | 1403 | | | | | | | LTR |
| Volume (V), veh/h | 0 | 0 | 1389 | | 0 | 0 17. | 33 3 | T | | | T | | 0 | 0 | 0 | 5 |
| Percent Heavy Vehicles, % | 3 | 3 | 3 | | 3 | 3 3 | 3 | | | | | | 3 | 3 | 3 | 3 |
| Flow Rate (VPCE), pc/h | 0 | 0 | 1555 | | 0 | 0 19 | 40 3 | T | | | | | 0 | 0 | 0 | 6 |
| Right-Turn Bypass | | No | one | | | None | | | | No | ne | | | ١ | lone | |
| Conflicting Lanes | | | 1 | | | 1 | | | | | | | | | 2 | |
| Pedestrians Crossing, p/h | | | 0 | | | 0 | | | | | | | | | 0 | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | | | |
| Critical and Follow-U | Jp Hea | adway | / Adju | stmen | t | | | | | | Les I | | | | | |
| Approach | | T | - | EB | | | WB | | T | | NB | | Г | | SB | |
| Lane | | | Left | Right | Bypass | Left | Right | Ву | pass | Left | Right | Bypass | Le | eft | Right | Bypass |
| Critical Headway, s | | | 4.5436 | 4.5436 | | 4.5436 | 4.5436 | | | | | | | \neg | 4.3276 | |
| Follow-Up Headway, s | | | SERVICE SERVICES | | | | | 1 | - 1 | | | | ı | | | |
| | | | 2.5352 | 2.5352 | | 2.5352 | 2.5352 | | | | | | | _ | 2.5352 | |
| | Capac | ity ar | | | | 2.5352 | 2.5352 | | | | | | | _ | 2.5352 | |
| | Capac | ity ar | | | | 2.5352 | 2.5352 WB | | | | NB | | | _ | 2.5352 SB | |
| Flow Computations, | Capac | ity ar | | Ratios | | 2.5352 Left | WB | Ву | pass | Left | NB Right | Bypass | Le | | SB | Bypass |
| Flow Computations, Approach | Capac | city ar | nd v/c | Ratios | Bypass | | | Ву | pass | Left | | Bypass | Le | | | Bypass |
| Flow Computations, Approach Lane | Capac | city ar | nd v/c | Ratios EB Right | | Left | WB Right | Ву | pass | Left | | Bypass | Le | | SB Right | Bypass |
| Flow Computations, Approach Lane Entry Flow (v _e), pc/h | Capac | city ar | Left | Ratios EB Right 824 | | Left 913 | WB Right 1030 | Ву | pass | Left | | Bypass | Le | | SB Right | Bypass |
| Flow Computations, Approach Lane Entry Flow (v ₀), pc/h Entry Volume, veh/h | Capac | city ar | Left | Ratios EB Right 824 800 | | Left 913 | WB Right 1030 | Ву | pass | Left | Right | Bypass | Le | | SB Right 6 | Bypass |
| Flow Computations, Approach Lane Entry Flow (v _*), pc/h Entry Volume, veh/h Circulating Flow (v _*), pc/h | Capac | city ar | Left | Ratios EB Right 824 800 0 | | Left 913 | WB Right 1030 1000 | Вун | pass | Left | Right 1555 | Bypass | Le | | SB Right 6 6 1940 | Bypass |
| Flow Computations, Approach Lane Entry Flow (v ₀), pc/h Entry Volume, veh/h Circulating Flow (v _c), pc/h Exiting Flow (v _{ox}), pc/h | Capac | city ar | Left 731 710 | Ratios EB Right 824 800 0 1555 | | Left 913 887 | WB Right 1030 1000 0 1946 | Ву | pass | Left | Right 1555 | Bypass | Le | | SB Right 6 6 1940 0 | Bypass |
| Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _e), pc/h Capacity (c _{pce}), pc/h | Capac | city ar | Left 731 710 | Ratios EB Right 824 800 0 1555 1420 | | Left 913 887 | WB Right 1030 1000 0 1946 1420 | Вун | pass | Left | Right 1555 | Bypass | Le | | SB Right 6 6 1940 0 273 | Bypass |
| Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _{ex}), pc/h Capacity (c _{pce}), pc/h Capacity (c _{pce}), veh/h v/c Ratio (x) | | | Left 731 710 1420 1379 | Ratios EB Right 824 800 0 1555 1420 1379 | | Left 913 887 1420 1379 | WB Right 1030 1000 0 1946 1420 1379 | Ву | pass | Left | Right 1555 | Bypass | Le | | SB Right 6 6 1940 0 273 265 | Bypas |
| Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _{ex}), pc/h Capacity (c _{pce}), pc/h Capacity (c _{pce}), veh/h v/c Ratio (x) | | | Left 731 710 1420 1379 | Ratios EB Right 824 800 0 1555 1420 1379 | | Left 913 887 1420 1379 | WB Right 1030 1000 0 1946 1420 1379 | Ву | pass | Left | Right 1555 | Bypass | Le | | SB Right 6 6 1940 0 273 265 | Bypas: |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h V/c Ratio (X) Delay and Level of S | | | Left 731 710 1420 1379 | Ratios EB Right 824 800 0 1555 1420 1379 0.58 | | Left 913 887 1420 1379 | WB Right 1030 1000 0 1946 1420 1379 0.73 | | pass | Left | 1555 3 | Bypass | Lee | eft | SB Right 6 6 1940 0 273 265 0.02 | |
| Flow Computations, Approach Lane Entry Flow (vo), pc/h Entry Volume, veh/h Circulating Flow (vo), pc/h Exiting Flow (vo), pc/h Capacity (Cpce), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach | ervice | | Left 731 710 1420 1379 0.51 | Ratios EB Right 824 800 0 1555 1420 1379 0.58 | Bypass | Left 913 887 1420 1379 0.64 | WB Right 1030 1000 0 1946 1420 1379 0.73 | | | | 1555 3 NB | | | eft | SB Right 6 6 1940 0 273 265 0.02 | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpca), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane | ervice | | Left 731 710 1420 1379 0.51 | Ratios EB Right 824 800 0 1555 1420 1379 0.58 EB Right | Bypass | Left 913 887 1420 1379 0.64 | WB Right 1030 1000 0 1946 1420 1379 0.73 WB Right | | | | 1555 3 NB | | | eft | SB Right 6 6 1940 0 273 265 0.02 SB Right | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh | ervice | | Left 731 710 1420 1379 0.51 Left 7.9 | Ratios EB Right 824 800 0 1555 1420 1379 0.58 EB Right 9.1 | Bypass | Left 913 887 1420 1379 0.64 Left 10.5 | WB Right 1030 1000 0 1946 1420 1379 0.73 WB Right 13.0 | | | | 1555 3 NB | | | eft | SB Right 6 6 1940 0 273 265 0.02 SB Right 14.0 | |
| Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _e), pc/h Capacity (c _{pce}), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh Lane LOS | ervice | | Left 731 710 1420 1379 0.51 Left 7.9 A | EB Right 824 800 0 1555 1420 1379 0.58 EB Right 9.1 A | Bypass | Left 913 887 1420 1379 0.64 Left 10.5 B | WB Right 1030 1000 0 1946 1420 1379 0.73 WB Right 13.0 B | | | | 1555 3 NB | | | eft | SB Right 6 6 1940 0 273 265 0.02 SB Right 14.0 B | Bypass |

| General Information | | | | | p Con | - | | | THE PARTY OF | | | |
|--|--|--|---|---|---|----------------|-----|---|--------------|--|----------|---------------|
| General Information | | | | | Site In | format | ion | | | | | |
| Analyst | tsj | | | | Intersec | tion | | | US-20 | & Orleans P | ark | |
| Agency/Co. | DGL Co | nsulting En | gineers | | Jurisdict | ion | | | City of | Perrysburg | | |
| Date Performed | 7/13/20 | 122 | | | East/We | st Street | | *********** | US-20 | | | |
| Analysis Year | 2022 | | | | North/S | outh Stree | t | | Orleans | s Park | | |
| Analysis Time Period (hrs) | 1.00 | | | | Peak Ho | ur Factor | | | 0.92 | | | |
| Time Analyzed | AM Pea | k | | | | | | | | | | |
| Project Description | AWSC a | t Orleans P | ark | | | | | *************************************** | | | | www.www.china |
| Lanes | | | | | | | | | | | | |
| Vohiala Valuma and A line | lun or to | | * | ጎ ተ ቀ ካ | Y 1 1 1 7 | | | | | | | |
| Vehicle Volume and Adjust | | | | 55 55 | | | | | | | | |
| Approach | | Eastbound | | | Westbound | | | Northboun | | | outhboun | |
| Movement | L | T | R | L | T | R | L | Т | R | L | T | R |
| Volume | 7 | 990 | | | 1033 | 5 | | | | 2 | | 3 |
| % Thrus in Shared Lane | 50 | - 10 | - 10 | | - 10 | 50 | | - 10 | - 12 | - 11 | - 10 | - 12 |
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | | L2 | |
| 6 6 4 | 17 | - | A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | - | TD | and the second | | | | L1 | | LS |
| Configuration | LT | T | | T | TR | | | | | LR | | L3 |
| Flow Rate, v (veh/h) | 546 | 538 | | 561 | 567 | | | | | LR 5 | | LS |
| Flow Rate, v (veh/h) Percent Heavy Vehicles | 546 | 538 2 | | | | | | | | LR | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and Se | 546 2 ervice Ti | 538 2 me | | 561 | 567 2 | | | | | LR 5 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and So Initial Departure Headway, hd (s) | 546 2 ervice Ti 3.20 | 538 2 me 3.20 | | 561 2 3.20 | 567 2 3.20 | | | | | LR 5 2 3.20 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and So Initial Departure Headway, hd (s) Initial Degree of Utilization, x | 546 2 ervice Ti 3.20 0.485 | 538 2 me 3.20 0.478 | | 3.20 0.499 | 3.20 0.504 | | | | | LR 5 2 3.20 0.005 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and So Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) | 546 2 ervice Ti 3.20 0.485 6.09 | 538 2 me 3.20 0.478 6.09 | | 3.20 0.499 6.03 | 3.20 0.504 6.02 | | | | | LR 5 2 3.20 0.005 6.77 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and So Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x | 546 2 ervice Ti 3.20 0.485 6.09 0.924 | 538 2 me 3.20 0.478 6.09 0.910 | | 3.20 0.499 6.03 0.940 | 3.20 0.504 6.02 0.948 | | | | | LR 5 2 3.20 0.005 6.77 0.010 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and So Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) | 546 2 ervice Ti 3.20 0.485 6.09 0.924 2.3 | 538 2 me 3.20 0.478 6.09 0.910 2.3 | | 3.20 0.499 6.03 0.940 2.3 | 3.20 0.504 6.02 0.948 2.3 | | | | | 3.20 0.005 6.77 0.010 2.0 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and So Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) | 546 2 ervice Ti 3.20 0.485 6.09 0.924 2.3 3.79 | 538 2 me 3.20 0.478 6.09 0.910 2.3 3.79 | | 3.20 0.499 6.03 0.940 | 3.20 0.504 6.02 0.948 | | | | | LR 5 2 3.20 0.005 6.77 0.010 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and So Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of | 546 2 ervice Ti 3.20 0.485 6.09 0.924 2.3 3.79 of Service | 538 2 me 3.20 0.478 6.09 0.910 2.3 3.79 | | 3.20 0.499 6.03 0.940 2.3 3.73 | 3.20 0.504 6.02 0.948 2.3 3.72 | | | | | 3.20 0.005 6.77 0.010 2.0 4.77 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and So Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) | 546 2 ervice Ti 3.20 0.485 6.09 0.924 2.3 3.79 of Service 546 | 538 2 me 3.20 0.478 6.09 0.910 2.3 3.79 e | | 3.20 0.499 6.03 0.940 2.3 3.73 | 3.20 0.504 6.02 0.948 2.3 3.72 | | | | | 3.20 0.005 6.77 0.010 2.0 4.77 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and So Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity | 546 2 ervice Ti 3.20 0.485 6.09 0.924 2.3 3.79 of Service 546 591 | 538 2 me 3.20 0.478 6.09 0.910 2.3 3.79 e 538 | | 3.20 0.499 6.03 0.940 2.3 3.73 | 3.20 0.504 6.02 0.948 2.3 3.72 | | | | | 3.20 0.005 6.77 0.010 2.0 4.77 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and Selection of the parture Headway, hd (s) Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of the particle of the par | 546 2 ervice Ti 3.20 0.485 6.09 0.924 2.3 3.79 of Service 546 591 19.5 | 538 2 me 3.20 0.478 6.09 0.910 2.3 3.79 e 538 591 18.0 | | 3.20 0.499 6.03 0.940 2.3 3.73 561 597 21.4 | 3.20 0.504 6.02 0.948 2.3 3.72 567 598 22.4 | | | | | 3.20 0.005 6.77 0.010 2.0 4.77 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and Solinitial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | 546 2 ervice Ti 3.20 0.485 6.09 0.924 2.3 3.79 of Service 546 591 19.5 62.0 | 538 2 me 3.20 0.478 6.09 0.910 2.3 3.79 e 538 591 18.0 56.3 | | 3.20 0.499 6.03 0.940 2.3 3.73 561 597 21.4 69.1 | 3.20 0.504 6.02 0.948 2.3 3.72 567 598 22.4 73.5 | | | | | 3.20 0.005 6.77 0.010 2.0 4.77 5 532 0.0 | | |
| Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and Selection of the parture Headway, hd (s) Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of the particle of the par | 546 2 ervice Ti 3.20 0.485 6.09 0.924 2.3 3.79 of Service 546 591 19.5 | 538 2 me 3.20 0.478 6.09 0.910 2.3 3.79 e 538 591 18.0 | | 3.20 0.499 6.03 0.940 2.3 3.73 561 597 21.4 | 3.20 0.504 6.02 0.948 2.3 3.72 567 598 22.4 | | | | | 3.20 0.005 6.77 0.010 2.0 4.77 | 9.8 | |

| | | HCS | | | | - | | | | | | |
|---|--|--|---------|---|---|---|----------|-----------|---------|--|----------|----|
| General Information | | | | | Site In | format | ion | | | | | |
| Analyst | tsj | | | | Intersect | ion | | | US-20 8 | & Orleans Pa | ark | |
| Agency/Co. | DGL Co | nsulting En | gineers | | Jurisdicti | ion | | | City of | Perrysburg | | |
| Date Performed | 7/13/20 | 22 | | | East/We: | st Street | | | US-20 | | | |
| Analysis Year | 2022 | | | | North/So | outh Stree | t | | Orleans | s Park | | |
| Analysis Time Period (hrs) | 1.00 | | | | Peak Ho | ur Factor | | | 0.92 | | | |
| Time Analyzed | PM Peal | k | | | | | | | | | | |
| Project Description | AWSC a | t Orleans P | ark | | | | | | | | | |
| Lanes | | | | | | | | | | | | |
| Vehicle Volume and Adjus | tments | la Respons | 141746 | ገ ተ ቀ " | የተተለ | 7 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | | | | | | |
| | | F 11 1 | | | Westbound | | г . | Northboun | _ | 1 - | outhboun | d |
| Approach | L | Eastbound T | R | L | T | R | L | T | R | L | T | R |
| Movement | 1 | 1289 | R | _ | 1520 | 2 | <u> </u> | | Λ. | 0 | | 4 |
| % Thrus in Shared Lane | 50 | 1209 | | | 1520 | 50 | | | | U | | |
| | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Lane Configuration | LT | T | LO | T | TR | | | L | | LR | | |
| Flow Rate, v (veh/h) | 702 | 701 | | 826 | 828 | | | | | 4 | | |
| Flow Rate, V (Vell/11) | | | | 020 | 020 | | | | | | | |
| Percent Heavy Vehicles | 2 | 1 2 1 | | 2 | 2 | | | | | 2 | | |
| Percent Heavy Vehicles | 2 orvice Ti | 2 | | 2 | 2 | | | | | 2 | | |
| Departure Headway and S | ervice Ti | me | | | | | | | | | | |
| Departure Headway and S Initial Departure Headway, hd (s) | ervice Ti | me 3.20 | | 3.20 | 3.20 | | | | | 3.20 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x | 3.20 0.624 | 3.20 0.623 | | 3.20 0.734 | 3.20 0.736 | | | | | 3.20 0.004 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) | 3.20 0.624 6.23 | 3.20 0.623 6.23 | | 3.20 0.734 6.23 | 3.20 0.736 6.22 | | | | | 3.20 0.004 6.42 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x | 3.20 0.624 6.23 1.214 | 3.20 0.623 6.23 1.212 | | 3.20 0.734 6.23 1.429 | 3.20 0.736 6.22 1.432 | | | | | 3.20 0.004 6.42 0.008 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) | 3.20 0.624 6.23 1.214 2.3 | 3.20 0.623 6.23 1.212 2.3 | | 3.20 0.734 6.23 1.429 2.3 | 3.20 0.736 6.22 1.432 2.3 | | | | | 3.20 0.004 6.42 0.008 2.0 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) | 3.20 0.624 6.23 1.214 2.3 3.93 | 3.20 0.623 6.23 1.212 2.3 3.93 | | 3.20 0.734 6.23 1.429 | 3.20 0.736 6.22 1.432 | | | | | 3.20 0.004 6.42 0.008 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level | 3.20 0.624 6.23 1.214 2.3 3.93 of Service | 3.20 0.623 6.23 1.212 2.3 3.93 e | | 3.20 0.734 6.23 1.429 2.3 3.93 | 3.20 0.736 6.22 1.432 2.3 3.92 | | | | | 3.20 0.004 6.42 0.008 2.0 4.42 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) | 3.20 0.624 6.23 1.214 2.3 3.93 of Service | 3.20 0.623 6.23 1.212 2.3 3.93 e | | 3.20 0.734 6.23 1.429 2.3 3.93 | 3.20 0.736 6.22 1.432 2.3 3.92 | | | | | 3.20 0.004 6.42 0.008 2.0 4.42 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity | 3.20 0.624 6.23 1.214 2.3 3.93 of Service 702 578 | 3.20 0.623 6.23 1.212 2.3 3.93 e 701 578 | | 3.20 0.734 6.23 1.429 2.3 3.93 | 3.20 0.736 6.22 1.432 2.3 3.92 | | | | | 3.20 0.004 6.42 0.008 2.0 4.42 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Qas (veh) | 3.20 0.624 6.23 1.214 2.3 3.93 of Service 702 578 75.7 | 3.20 0.623 6.23 1.212 2.3 3.93 e 701 578 75.1 | | 3.20 0.734 6.23 1.429 2.3 3.93 826 578 133.2 | 3.20 0.736 6.22 1.432 2.3 3.92 828 578 134.2 | | | | | 3.20 0.004 6.42 0.008 2.0 4.42 4 561 0.0 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | 3.20 0.624 6.23 1.214 2.3 3.93 of Service 702 578 75.7 426.0 | 3.20 0.623 6.23 1.212 2.3 3.93 e 701 578 75.1 422.5 | | 3.20 0.734 6.23 1.429 2.3 3.93 826 578 133.2 800.7 | 3.20 0.736 6.22 1.432 2.3 3.92 828 578 134.2 806.6 | | | | | 3.20 0.004 6.42 0.008 2.0 4.42 4 561 0.0 | | |
| Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Qas (veh) | 3.20 0.624 6.23 1.214 2.3 3.93 of Service 702 578 75.7 | 3.20 0.623 6.23 1.212 2.3 3.93 e 701 578 75.1 | | 3.20 0.734 6.23 1.429 2.3 3.93 826 578 133.2 | 3.20 0.736 6.22 1.432 2.3 3.92 828 578 134.2 | | | | | 3.20 0.004 6.42 0.008 2.0 4.42 4 561 0.0 | 9.5 | |

| | | | | | T | _ | | March Company of the Park Street | - | | | |
|--|---|--|---------|--|--|--|-----|----------------------------------|---------|---|---------------------|--|
| General Information | | | | PROMPONENCE | Site In | format | ion | | | | | |
| Analyst | tsj | | | | Intersect | tion | | | Maume | ee Western I | Reserve & | Orleans |
| Agency/Co. | DGL Co | nsulting En | gineers | | Jurisdict | ion | | | City of | Perrysburg | | |
| Date Performed | 7/19/20 | 22 | | | East/We | st Street | | | Maume | e Western F | Reserve | |
| Analysis Year | 2042 | | | | North/S | outh Stree | t | | Orleans | Park | | |
| Analysis Time Period (hrs) | 1.00 | | | | Peak Ho | ur Factor | | | 0.92 | | | |
| Time Analyzed | 2042 - 4 | AM Peak | | | | | | | | | | |
| Project Description | AWSC @ | Orleans P | ark | | | | | | | | | |
| Lanes | | | | | | | | | | | | |
| Vehicle Volume and Adjus | tmants | | 7 + 7 | ጎ ቀ ቀ ነ | ተተተ | + + + + + + + + + + + + + + + + + + + | | | | | | |
| venicie volume and Adjus | unents | | | | | | | | | | | |
| A | T | Farable accord | | T | Markle accord | | Γ , | Leastle le evice | | Γ . | a stale le se se se | .1 |
| Approach | | Eastbound | | | Westbound | | | Northboun | | | outhbound | DESCRIPTION OF THE PARTY OF THE |
| Movement | L | Т | R | L | Т | R | L | Northboun T | d R | L | outhbound T | R |
| Movement Volume | L 6 | | | | Contract Con | R 5 | | | | | | R |
| Movement Volume % Thrus in Shared Lane | L 6 50 | T 1039 | R | L | T 1123 | R 5 50 | L L | Т | R | L 2 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane | L 6 50 L1 | T 1039 L2 | | L L1 | T 1123 L2 | R 5 | | | | L 2 | | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration | L 6 50 L1 LT | T 1039 | R | L L1 | T 1123 L2 TR | R 5 50 | L L | Т | R | L 2 L1 LR | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) | L 6 50 L1 LT 571 | T 1039 L2 T 565 | R | L1 T 610 | T 1123 L2 TR 616 | R 5 50 | L L | Т | R | L 2 L1 LR 7 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles | L 6 50 L1 LT 571 2 | T 1039 L2 T 565 | R | L L1 | T 1123 L2 TR | R 5 50 | L L | Т | R | L 2 L1 LR | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S | L 6 50 L1 LT 571 2 ervice Ti | T 1039 L2 T 565 2 | R | L1 T 610 2 | T 1123 L2 TR 616 2 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) | L 6 50 L1 LT 571 2 ervice Ti 3.20 | T 1039 L2 T 565 2 me 3.20 | R | L L1 T 610 2 | T 1123 L2 TR 616 2 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x | L 6 50 L1 LT 571 2 ervice Ti 3.20 0.508 | T 1039 L2 T 565 2 me 3.20 0.502 | R | L L1 T 610 2 3.20 0.543 | T 1123 L2 TR 616 2 3.20 0.547 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) | L 6 50 L1 LT 571 2 ervice Ti 3.20 0.508 6.24 | T 1039 L2 T 565 2 me 3.20 0.502 6.23 | R | L L1 T 610 2 3.20 0.543 6.20 | T 1123 L2 TR 616 2 3.20 0.547 6.19 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Departure Headway, hd (s) | L 6 50 L1 LT 571 2 ervice Ti 3.20 0.508 6.24 0.990 | T 1039 L2 T 565 2 me 3.20 0.502 6.23 0.978 | R | L L1 T 610 2 3.20 0.543 6.20 1.051 | T 1123 L2 TR 616 2 3.20 0.547 6.19 1.060 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 0.012 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) | L 6 50 L1 LT 571 2 ervice Ti 3.20 0.508 6.24 0.990 2.3 | T 1039 L2 T 565 2 me 3.20 0.502 6.23 0.978 2.3 | R | L L1 T 610 2 3.20 0.543 6.20 1.051 2.3 | T 1123 L2 TR 616 2 3.20 0.547 6.19 1.060 2.3 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 0.012 2.0 | Т | R |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) | L 6 50 L1 LT 571 2 Service Ti 3.20 0.508 6.24 0.990 2.3 3.94 | T 1039 L2 T 565 2 me 3.20 0.502 6.23 0.978 2.3 3.93 | R | L L1 T 610 2 3.20 0.543 6.20 1.051 | T 1123 L2 TR 616 2 3.20 0.547 6.19 1.060 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 0.012 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Departure Headway, hd (s) Final Deprece of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of | L 6 50 L1 LT 571 2 ervice Ti 3.20 0.508 6.24 0.990 2.3 3.94 of Service | T 1039 L2 T 565 2 me 3.20 0.502 6.23 0.978 2.3 3.93 | R | L L1 T 610 2 3.20 0.543 6.20 1.051 2.3 3.90 | T 1123 L2 TR 616 2 3.20 0.547 6.19 1.060 2.3 3.89 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 0.012 2.0 4.66 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) | L 6 50 L1 LT 571 2 ervice Ti 3.20 0.508 6.24 0.990 2.3 3.94 of Service 571 | T 1039 L2 T 565 2 me 3.20 0.502 6.23 0.978 2.3 3.93 e 565 | R | L L1 T 610 2 3.20 0.543 6.20 1.051 2.3 3.90 | T 1123 L2 TR 616 2 3.20 0.547 6.19 1.060 2.3 3.89 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 0.012 2.0 4.66 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity | L 6 50 L1 LT 571 2 Service Ti 3.20 0.508 6.24 0.990 2.3 3.94 of Service 571 577 | T 1039 L2 T 565 2 me 3.20 0.502 6.23 0.978 2.3 3.93 e 565 578 | R | L L1 T 610 2 3.20 0.543 6.20 1.051 2.3 3.90 | T 1123 L2 TR 616 2 3.20 0.547 6.19 1.060 2.3 3.89 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 0.012 2.0 4.66 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Q ₉₅ (veh) | L 6 50 L1 LT 571 2 Service Ti 3.20 0.508 6.24 0.990 2.3 3.94 of Service 571 577 27.8 | T 1039 L2 T 565 2 me 3.20 0.502 6.23 0.978 2.3 3.93 e 565 578 26.1 | R | L L1 T 610 2 3.20 0.543 6.20 1.051 2.3 3.90 610 581 38.6 | T 1123 L2 TR 616 2 3.20 0.547 6.19 1.060 2.3 3.89 616 581 40.2 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 0.012 2.0 4.66 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway and Level Gapacity, Delay and Level Flow Rate, v (veh/h) Capacity 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | L 6 50 L1 LT 571 2 ervice Ti 3.20 0.508 6.24 0.990 2.3 3.94 of Service 571 577 27.8 105.7 | T 1039 L2 T 565 2 me 3.20 0.502 6.23 0.978 2.3 3.93 e 565 578 26.1 | R | L L1 T 610 2 3.20 0.543 6.20 1.051 2.3 3.90 610 581 38.6 172.7 | T 1123 L2 TR 616 2 3.20 0.547 6.19 1.060 2.3 3.89 616 581 40.2 183.6 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 0.012 2.0 4.66 7 540 0.0 9.7 | Т | R 4 |
| Movement Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Q ₉₅ (veh) | L 6 50 L1 LT 571 2 Service Ti 3.20 0.508 6.24 0.990 2.3 3.94 of Service 571 577 27.8 | T 1039 L2 T 565 2 me 3.20 0.502 6.23 0.978 2.3 3.93 e 565 578 26.1 | R | L L1 T 610 2 3.20 0.543 6.20 1.051 2.3 3.90 610 581 38.6 | T 1123 L2 TR 616 2 3.20 0.547 6.19 1.060 2.3 3.89 616 581 40.2 | R 5 50 | L L | Т | R | L 2 L1 LR 7 2 3.20 0.006 6.66 0.012 2.0 4.66 | Т | R 4 |

| | | HCS | All-W | ay Sto | p Con | trol Re | eport | | | | | |
|---|---|---|------------------------------------|--|---|---------------------------------------|--------------|---------------------------|--|--|-----------|---------|
| General Information | | | | | Site In | format | ion | April Control of the last | The state of the state of the state of | National State of the Second State of the Seco | | |
| Analyst | tsj | | | | Intersec | tion | tistamin man | | Maume | e Western | Reserve & | Orleans |
| Agency/Co. | | nsulting En | gineers | | Jurisdict | ion | | | City of | Perrysburg | | |
| Date Performed | 7/19/20 |)22 | | | East/We | st Street | | | | e Western I | Reserve | |
| Analysis Year | 2042 | | | | North/S | outh Stree | t | | Orleans | Park | | |
| Analysis Time Period (hrs) | 1.00 | | Water day promise or yellow are no | | Peak Ho | ur Factor | | | 0.92 | | | |
| Time Analyzed | 2042 - 1 | PM Peak | | | HARINE. | | | | | | | |
| Project Description | AWSC @ | Orleans F | Park | | | | | | | ************************************** | - | |
| Lanes | | | | | | | | | | | | |
| VIII VIII VIII II | | | * † * f | ከተቀነ | ፖለት ስ | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | | | | | | |
| Vehicle Volume and Adjus | tments | | | | | | | | | | | |
| Approach | | Eastbound | | | Westbound | 1 | 1 | Northboun | d | | outhboun | d |
| | | | | | | | | | | | | |
| Movement | L | Т | R | L | Т | R | L | T | R | L | Т | R |
| Volume | 0 | T 1389 | R | L | T 1733 | 3 | L | Т | R | L 0 | Т | R 5 |
| Volume % Thrus in Shared Lane | 0 50 | 1389 | | | 1733 | 3 50 | | | | 0 | | |
| Volume % Thrus in Shared Lane Lane | 0 50 L1 | 1389 L2 | R L3 | L1 | 1733 L2 | 3 | L L1 | L2 | R L3 | 0 L1 | T L2 | |
| Volume % Thrus in Shared Lane Lane Configuration | 0 50 | 1389 L2 T | | L1 T | 1733 L2 TR | 3 50 | | | | 0 L1 LR | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) | 0 50 L1 LT 755 | 1389 L2 T 755 | | L1 T 942 | 1733 L2 TR 945 | 3 50 | | | | 0 L1 LR 5 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles | 0 50 L1 LT 755 2 | 1389 L2 T 755 | | L1 T | 1733 L2 TR | 3 50 | | | | 0 L1 LR | | 5 |
| % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles | 0 50 L1 LT 755 2 | 1389 L2 T 755 | | L1 T 942 | 1733 L2 TR 945 | 3 50 | | | | 0 L1 LR 5 | | 5 |
| % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles | 0 50 L1 LT 755 2 | 1389 L2 T 755 | | L1 T 942 | 1733 L2 TR 945 | 3 50 | | | | 0 L1 LR 5 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S | 0 50 L1 LT 755 2 ervice Ti | 1389 L2 T 755 2 | | L1 T 942 2 | 1733 L2 TR 945 2 | 3 50 | | | | 0 L1 LR 5 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) | 0 50 L1 LT 755 2 ervice Ti 3.20 | 1389 L2 T 755 2 me | | L1 T 942 2 | 1733 L2 TR 945 2 | 3 50 | | | | 0 L1 LR 5 2 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Degree of Utilization, x Final Degree of Utilization, x | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 | | L1 T 942 2 3.20 0.837 6.23 1.630 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 2.3 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 2.3 | | L1 T 942 2 3.20 0.837 6.23 1.630 2.3 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 2.3 | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 2.0 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 2.3 3.93 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 2.3 3.93 | | L1 T 942 2 3.20 0.837 6.23 1.630 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 2.3 3.93 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 2.3 3.93 | | L1 T 942 2 3.20 0.837 6.23 1.630 2.3 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 2.3 | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 2.0 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway, hd (s) Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 2.3 3.93 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 2.3 3.93 e 755 | | L1 T 942 2 3.20 0.837 6.23 1.630 2.3 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 2.3 3.93 | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 2.0 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 2.3 3.93 of Service 755 578 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 2.3 3.93 e 755 | | L1 T 942 2 3.20 0.837 6.23 1.630 2.3 3.93 942 578 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 2.3 3.93 | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 2.0 4.42 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Q95 (veh) | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 2.3 3.93 of Service 755 578 99.8 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 2.3 3.93 e 755 578 | | L1 T 942 2 3.20 0.837 6.23 1.630 2.3 3.93 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 2.3 3.93 945 578 190.9 | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 2.0 4.42 5 561 0.0 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 2.3 3.93 of Service 755 578 99.8 585.5 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 2.3 3.93 e 755 578 99.8 585.5 | | L1 T 942 2 3.20 0.837 6.23 1.630 2.3 3.93 942 578 189.4 1158.3 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 2.3 3.93 945 578 190.9 1167.2 | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 2.0 4.42 5 561 0.0 9.5 | | 5 |
| Volume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service, LOS | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 2.3 3.93 of Service 755 578 99.8 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 2.3 3.93 e 755 578 99.8 585.5 F | | 3.20 0.837 6.23 1.630 2.3 3.93 942 578 189.4 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 2.3 3.93 945 578 190.9 1167.2 F | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 2.0 4.42 5 561 0.0 | L2 | 5 |
| Wolume % Thrus in Shared Lane Lane Configuration Flow Rate, v (veh/h) Percent Heavy Vehicles Departure Headway and S Initial Departure Headway, hd (s) Initial Departure Headway, hd (s) Final Departure Headway, hd (s) Final Departure Headway, hd (s) Final Degree of Utilization, x Move-Up Time, m (s) Service Time, ts (s) Capacity, Delay and Level of Flow Rate, v (veh/h) Capacity 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | 0 50 L1 LT 755 2 ervice Ti 3.20 0.671 6.23 1.306 2.3 3.93 of Service 755 578 99.8 585.5 | 1389 L2 T 755 2 me 3.20 0.671 6.23 1.306 2.3 3.93 e 755 578 99.8 585.5 | | L1 T 942 2 3.20 0.837 6.23 1.630 2.3 3.93 942 578 189.4 1158.3 | 1733 L2 TR 945 2 3.20 0.840 6.23 1.635 2.3 3.93 945 578 190.9 1167.2 | 3 50 | | | | 0 L1 LR 5 2 3.20 0.005 6.42 0.010 2.0 4.42 5 561 0.0 9.5 | | 5 |

| General Information | 1 | | | | | Si | ite Info | rmat | ion | | | | | |
|---|--------|---------|-----------|------------|---|-----------------------------|----------|---|--------------|------------|--------|-------------|---|-----------|
| Analyst | tsj | | | | | | | In | tersection | | | Maumee \ | Western R | eserve &. |
| Agency or Co. | DGL | Consult | ing Engin | eers | | / ← · | | E/ | W Street Na | ame | N | /laumee \ | Western R | eserve/Fr |
| Date Performed | 7/19, | /2022 | | | | | | S N | 'S Street Na | me | V | V Bounda | iry | |
| Analysis Year | 2022 | | 7777 | | ⋠ ↓↓(| W # E | 1 1 | Ar | nalysis Time | Period, hr | rs 1 | .00 | | |
| Time Analyzed | 2022 | - AM P | eak | | | | | Pe | ak Hour Fa | ctor | C | .92 | | |
| Project Description | Multi | -Lane F | Roundabo | ut - Exi | | → ▼1 | | Ju | risdiction | | C | City of Per | rysburg | |
| Volume Adjustment | s and | Site (| Charac | teristic | s | American establish American | | | | | | | | |
| Approach | | | EB | | | WB | | T | 1 | 1B | | | SB | |
| Movement | U | L | T | R | U | L | T R | U | L | T | R | UL | . Т | R |
| Number of Lanes (N) | 0 | 0 | 1 | 1 | 0 | 0 | 2 0 | 0 | 1 | 1 | 0 | 0 0 | 0 | 0 |
| Lane Assignment | | Т | | R | LT | | T | | L | LR | | | | |
| Volume (V), veh/h | 0 | | 417 | 568 | 0 | 61 5 | 40 | 0 | 467 | | 60 | T | | T |
| Percent Heavy Vehicles, % | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | | | |
| Flow Rate (VPCE), pc/h | 0 | | 467 | 636 | 0 | 68 6 | 05 | 0 | 523 | | 67 | | | |
| Right-Turn Bypass | | N | lone | | | None | | | N | one | | | None | iac |
| Conflicting Lanes | | | 2 | | | 2 | | | | 2 | | | | |
| Pedestrians Crossing, p/h | | | 0 | | | 0 | | | | 0 | | | | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | |
| Critical and Follow-U | Jp He | adwa | y Adju | stmen | t | | | | | | | | | |
| Approach | • | | , , | EB | | Т | WB | | T | NB | | | SB | |
| Lane | | | Left | Right | Bypass | Left | Right | Bypas | s Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | | 4.6453 | 4.3276 | 71 | 4.6453 | 4.3276 | 71 | 4.6453 | 4.3276 | - | | | 71 |
| Follow-Up Headway, s | | | 2.6667 | 2.5352 | | 2.6667 | 2.5352 | | 2.6667 | 2.5352 | | | | |
| Flow Computations, | Capa | city a | nd v/c | Ratios | | | | | | | | | | |
| Approach | -upu | | | EB | | Г | WB | | 1 | NB | | | SB | |
| Lane | | | Left | Right | Bypass | Left | Right | Bypas | s Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow (ve), pc/h | - | | 467 | 636 | Буразз | 316 | 357 | Бураз | 313 | 277 | Буразз | Leit | Right | Буразз |
| Entry Volume, veh/h | | | 453 | 617 | | 307 | 346 | | 304 | 269 | | | | |
| Circulating Flow (v _c), pc/h | | | 433 | 68 | | 307 | 523 | | 304 | 467 | | | 1196 | |
| Exiting Flow (vex), pc/h | | | | 534 | | | 1128 | | | 0 | Halis | BANK. | 704 | |
| Capacity (cpce), pc/h | | | 1268 | 1340 | | 834 | 910 | Г | 878 | 955 | Т | | T | Т |
| Capacity (c), veh/h | | | 1231 | 1301 | | 810 | 884 | | 853 | 927 | | | 111111111111111111111111111111111111111 | |
| v/c Ratio (x) | | | 0.37 | 0.47 | | 0.38 | 0.39 | | 0.36 | 0.29 | | | | |
| Delay and Level of S | ervice | Y | | | | | | | | | | | | |
| Approach | | | | EB | | Γ | WB | - | T | NB | | | SB | |
| Lane | | | Left | Right | Bypass | Left | Right | Bypas | s Left | Right | Bypass | Left | Right | Bypass |
| Laile | | | 6.5 | 7.6 | 7, | 9.0 | 8.6 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 8.3 | 6.9 | | | 3.7 | |
| Lane Control Delay (d), s/veh | | | Α | А | | А | А | | А | А | | | | |
| | | | | | 100000000000000000000000000000000000000 | | | | | - | | - | - | - |
| Lane Control Delay (d), s/veh | | | 1.7 | 2.7 | | 1.8 | 1.9 | | 1.6 | 1.2 | | | 1 | |
| Lane Control Delay (d), s/veh | | | 1.7 | 2.7 7.1 | | 1.8 | 1.9 | | 1.6 | 7.7 | | | | |
| Lane Control Delay (d), s/veh Lane LOS 95% Queue, veh | | | 1.7 | | | 1.8 | | | 1.6 | | | | | |

| General Information | | | | | | Si | te Info | rmatic | on | | | | | | |
|---|--------|-----------|---|--|--------------------|--|--|-------------|--|---|--------|---------|-------|----------------------|----------|
| Analyst | tsj | | | | | | | | rsection | | T | Maume | ee We | estern Re | serve &. |
| Agency or Co. | | Consultir | ng Engin | eers | | ← | | | Street Na | ne | | | | estern Re | |
| Date Performed | 7/19/ | | 3 - 3 | | 1 | | | Pa - | Street Nar | | | W Bou | | | |
| Analysis Year | 2022 | | | | ₹ ↓↓(| W + E | 1 1 | <u> </u> | lysis Time I | | | 1.00 | | | 777 |
| Time Analyzed | | - PM Pe | ak | | | | | | k Hour Fact | | | 0.92 | | | |
| Project Description | - | | undabo | ut - Exi | | → → • | | | sdiction | | | City of | Perry | sburg | |
| Volume Adjustment | s and | Site C | harac | teristic | s | | | | | | | | | | |
| Approach | | E | В | | | WB | | T | N | В | | | | SB | |
| Movement | U | L | Т | R | U | L | T R | U | L | Т | R | U | L | T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 1 | 0 | 0 2 | 2 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | | Т | | 2 | LT | | Т | | L | LR | | | | | |
| Volume (V), veh/h | 0 | | 533 | 735 | 0 | 68 72 | 26 | 0 | 797 | T | 74 | T | | | T |
| Percent Heavy Vehicles, % | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | | | | |
| Flow Rate (VPCE), pc/h | 0 | | 597 | 823 | 0 | 76 8 | 13 | 0 | 892 | | 83 | \neg | | | |
| Right-Turn Bypass | | No | ne | | | None | | | No | ne | | | ١ | Vone | |
| Conflicting Lanes | | | 2 | | | 2 | | | 2 | | | | | | |
| Pedestrians Crossing, p/h | | |) | | | 0 | | | 0 | | | | | | |
| | | | | | | | | | | | | | - | - | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | | |
| | Jp Hea | adway | Adiu | stmen | t | | | 0 | | | | | | | |
| Critical and Follow-U | Јр Неа | adway | Adju | stmen EB | t | ı | WB | 0 | | NB | | | | SB | |
| | Јр Неа | adway | Adju | | | Left | WB Right | | Left | NB Right | Bypass | Lef | ft T | SB Right | Bypass |
| Critical and Follow-L | Jp Hea | adway | | EB | t Bypass | Left 4.6453 | | 0 Bypass | Left 4.6453 | | Bypass | Lef | ft | - | Bypass |
| Critical and Follow-L Approach Lane | Jp Hea | | Left | EB Right | | - | Right | | | Right | Bypass | Lef | ft | - | Bypass |
| Critical and Follow-L Approach Lane Critical Headway, s Follow-Up Headway, s | | | Left 4.6453 2.6667 | EB Right 4.3276 2.5352 | Bypass | 4.6453 | Right 4.3276 | | 4.6453 | Right 4.3276 | Bypass | Lef | ft | - | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, | | | Left 4.6453 2.6667 | EB Right 4.3276 2.5352 Ratios | Bypass | 4.6453 | Right 4.3276 2.5352 | | 4.6453 | Right 4.3276 2.5352 | Bypass | Lef | ft | Right | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach | | | Left 4.6453 2.6667 | EB Right 4.3276 2.5352 Ratios | Bypass | 4.6453 2.6667 | Right 4.3276 2.5352 WB | Bypass | 4.6453 2.6667 | Right 4.3276 2.5352 NB | | | | Right | |
| Critical and Follow-L Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane | | | Left 4.6453 2.6667 ad v/c | Right 4.3276 2.5352 Ratios EB Right | Bypass | 4.6453 2.6667 Left | Right 4.3276 2.5352 WB Right | | 4.6453 2.6667 Left | Right 4.3276 2.5352 NB Right | Bypass | Lef | | Right | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h | | | Left 4.6453 2.6667 ad v/c Left 597 | Right 4.3276 2.5352 Ratios EB Right 823 | Bypass | 4.6453 2.6667 Left 418 | Right 4.3276 2.5352 WB Right 471 | Bypass | 4.6453 2.6667 Left 517 | Right 4.3276 2.5352 NB Right 458 | | | | Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h | | | Left 4.6453 2.6667 ad v/c | Right 4.3276 2.5352 Ratios EB Right 823 799 | Bypass | 4.6453 2.6667 Left | Right 4.3276 2.5352 WB Right 471 457 | Bypass | 4.6453 2.6667 Left | Right 4.3276 2.5352 NB Right 458 445 | | | | Right SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v ₀), pc/h Entry Volume, veh/h Circulating Flow (v _c), pc/h | | | Left 4.6453 2.6667 ad v/c Left 597 | Right 4.3276 2.5352 Ratios EB Right 823 | Bypass | 4.6453 2.6667 Left 418 | Right 4.3276 2.5352 WB Right 471 | Bypass | 4.6453 2.6667 Left 517 | Right 4.3276 2.5352 NB Right 458 | | | | Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h | | | Left 4.6453 2.6667 ad v/c Left 597 | Right 4.3276 2.5352 Ratios EB Right 823 799 76 | Bypass | 4.6453 2.6667 Left 418 | Right 4.3276 2.5352 WB Right 471 457 892 | Bypass | 4.6453 2.6667 Left 517 | Right 4.3276 2.5352 NB Right 458 445 597 | | | | SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _o), pc/h Entry Volume, veh/h Circulating Flow (v _{ex}), pc/h Exiting Flow (v _{ex}), pc/h | | | Left 4.6453 2.6667 ad v/c Left 597 580 | Right 4.3276 2.5352 Ratios EB Right 823 799 76 680 | Bypass | 4.6453 2.6667 Left 418 406 | Right 4.3276 2.5352 WB Right 471 457 892 1705 | Bypass | 4.6453 2.6667 Left 517 502 | Right 4.3276 2.5352 NB Right 458 445 597 0 | | | | SB Right | |
| Critical and Follow-L Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _e), pc/h Capacity (c _{pee}), pc/h | | | Left 4.6453 2.6667 ad v/c Left 597 580 | EB Right 4.3276 2.5352 Ratios EB Right 823 799 76 680 1331 | Bypass | 4.6453 2.6667 Left 418 406 | Right 4.3276 2.5352 WB Right 471 457 892 1705 665 | Bypass | 4.6453 2.6667 Left 517 502 | Right 4.3276 2.5352 NB Right 458 445 597 0 855 | | | | SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _o), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _{ex}), pc/h Capacity (c _{pco}), pc/h Capacity (c), veh/h | Capac | city ar | Left 4.6453 2.6667 ad v/c Left 597 580 1259 1222 | EB Right 4.3276 2.5352 Ratios EB Right 823 799 76 680 1331 1292 | Bypass | 4.6453 2.6667 Left 418 406 | Right 4.3276 2.5352 WB Right 471 457 892 1705 665 646 | Bypass | 4.6453 2.6667 Left 517 502 779 757 | Right 4.3276 2.5352 NB Right 458 445 597 0 855 830 | | | | SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (vo), pc/h Entry Volume, veh/h Circulating Flow (vo), pc/h Exiting Flow (vo), pc/h Capacity (cpo), pc/h Capacity (cpo), pc/h | Capac | city ar | Left 4.6453 2.6667 ad v/c Left 597 580 1259 1222 | EB Right 4.3276 2.5352 Ratios EB Right 823 799 76 680 1331 1292 | Bypass | 4.6453 2.6667 Left 418 406 | Right 4.3276 2.5352 WB Right 471 457 892 1705 665 646 | Bypass | 4.6453 2.6667 Left 517 502 779 757 | Right 4.3276 2.5352 NB Right 458 445 597 0 855 830 | | | | SB Right | |
| Critical and Follow-L Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpce), pc/h Capacity (cpce), pc/h V/C Ratio (x) Delay and Level of Se | Capac | city ar | Left 4.6453 2.6667 ad v/c Left 597 580 1259 1222 | EB Right 4.3276 2.5352 Ratios EB Right 823 799 76 680 1331 1292 0.62 | Bypass | 4.6453 2.6667 Left 418 406 | Right 4.3276 2.5352 WB Right 471 457 892 1705 665 646 0.71 | Bypass | 4.6453 2.6667 Left 517 502 779 757 | Right 4.3276 2.5352 NB Right 458 445 597 0 855 830 0.54 | | | ft | SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpe), pc/h Capacity (cpe), pc/h V/c Ratio (x) Delay and Level of Se Approach | Capac | city ar | Left 4.4.6453 2.6667 Ad v/c Left 597 580 1259 1222 0.47 | EB Right 4.3276 2.5352 Ratios EB Right 823 799 76 680 1331 1292 0.62 | Bypass | 4.6453 2.6667 Left 418 406 594 577 0.70 | Right 4.3276 2.5352 WB Right 471 457 892 1705 665 646 0.71 | Bypass | 4.6453 2.6667 Left 517 502 779 757 0.66 | Right 4.3276 2.5352 NB Right 458 445 597 0 855 830 0.54 | Bypass | Lef | ft | SB Right 1781 899 SB | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpce), pc/h Capacity (Cpce), pc/h Capacity (Cpce), pc/h Capacity (Chece), pc/h | Capac | city ar | Left 4.6453 2.6667 Left 597 580 1259 1222 0.47 Left | EB Right 4.3276 2.5352 Ratios EB Right 823 799 76 680 1331 1292 0.62 EB Right | Bypass | 4.6453 2.6667 Left 418 406 594 577 0.70 | Right 4.3276 2.5352 WB Right 471 457 892 1705 665 646 0.71 WB Right | Bypass | 4.6453 2.6667 Left 517 502 779 757 0.66 | Right 4.3276 2.5352 NB Right 458 445 597 0 855 830 0.54 NB Right | Bypass | Lef | ft | SB Right 1781 899 SB | Bypas |
| Critical and Follow-L Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpce), pc/h Capacity (Cpce), pc/h V/c Ratio (X) Delay and Level of So Approach Lane Lane Control Delay (d), s/veh | Capac | city ar | Left 4.6453 2.6667 dd v/c Left 597 580 1259 1222 0.47 | EB Right 4.3276 2.5352 Ratios EB Right 823 799 76 680 1331 1292 0.62 EB Right 10.4 | Bypass | 4.6453 2.6667 Left 418 406 594 577 0.70 Left 24.2 | Right 4.3276 2.5352 WB Right 471 457 892 1705 665 646 0.71 WB Right 22.3 | Bypass | 4.6453 2.6667 Left 517 502 779 757 0.66 Left 17.3 | Right 4.3276 2.5352 NB Right 458 445 597 0 855 830 0.54 NB Right 12.0 | Bypass | Lef | ft | SB Right 1781 899 SB | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpee), pc/h Capacity (Cpee), pc/h V/C Ratio (X) Delay and Level of So Approach Lane Lane Lane Control Delay (d), s/veh Lane LOS | Capac | city ar | Left 4.6453 2.6667 Left 597 580 1259 1222 0.47 Left 8.0 A | EB Right 4.3276 2.5352 Ratios EB Right 823 799 76 680 1331 1292 0.62 EB Right 10.4 B | Bypass | 4,6453 2,6667 Left 418 406 594 577 0.70 Left 24.2 C | Right 4.3276 2.5352 WB Right 471 457 892 1705 665 646 0.71 WB Right 22.3 | Bypass | 4.6453 2.6667 Left 517 502 779 757 0.66 Left 17.3 C | Right 4.3276 2.5352 NB Right 458 445 597 0 855 830 0.54 NB Right 12.0 B | Bypass | Lef | ft | SB Right 1781 899 SB | Bypass |

| General Information | Marie Marie Marie | and the second second | Charles Invited by | A SHANNING SAN | and the second second | ındab | ite Inf | Cubarres | CHICAGO CO | n | TO MANUAL SPRINGS | The second secon | The same of the same | A STATE OF THE PARTY OF THE PAR | STATE SOUTH |
|--|---|-----------------------|--------------------|----------------|-----------------------|--------|---------|--|------------|------------|-------------------|--|----------------------|--|-------------|
| Analyst | tsj | | | | | | | | | section | | | Maumee | Western R | esenie & |
| Agency or Co. | - | Consulti | ng Engin | eers | 1 | ++ | | | | Street Na | me | | | Western R | |
| Date Performed | 7/19/ | _ | ng Engin | - | | | | 3 | | Street Nar | | _ | W Bound | | eserve/11 |
| Analysis Year | 2042 | _ | | | √ ↓↓ | W + E |) † 1 | × | | ysis Time | | | 1.00 | , | |
| Time Analyzed | | - AM Pe | eak | | <u> </u> | | | | | Hour Fact | | | 0.92 | | |
| Project Description | | | oundabo | ut - Exi | 1 | → → | | | | diction | | | City of Pe | rrvsbura | |
| | | | | | | Vi | Y | | | | | | | , , | |
| Volume Adjustments | and | | | teristic | :s | | | | | | | | | | |
| Approach | | | EB | | | WB | | | | N | В | | | SB | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | T | R | U | L T | R |
| Number of Lanes (N) | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 0 | 0 |
| Lane Assignment | | Т | | R | LT | | Т | | | L | LR | | | | |
| Volume (V), veh/h | 0 | | 467 | 636 | 0 | 68 6 | 05 | | 0 | 524 | | 68 | | | |
| Percent Heavy Vehicles, % | 3 | | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | | 3 | | | |
| Flow Rate (VPCE), pc/h | 0 | | 523 | 712 | 0 | 76 6 | 77 | | 0 | 587 | | 76 | | | |
| Right-Turn Bypass | | N | one | | | None | | | | No | ne | | | None | |
| Conflicting Lanes | | | 2 | | | 2 | | | | 2 | | | | | |
| Pedestrians Crossing, p/h | | | 0 | | | 0 | | | | 0 | | | | | |
| Proportion of CAVs | | | | | | | | 0 |) | | | | | | |
| Critical and Follow-U | Јр Не | adwa | y Adju | stmen | t | | | | | | | | | | |
| Approach | | | | EB | | | WB | | | | NB | | | SB | |
| Lane | | | Left | Right | Bypass | Left | Right | В | ypass | Left | Right | Bypass | Left | Right | Bypass |
| Critical Headway, s | | | 4.6453 | 4.3276 | | 4.6453 | 4.327 | 5 | | 4.6453 | 4.3276 | | | | |
| Follow-Up Headway, s | | | 2.6667 | 2.5352 | | 2.6667 | 2.535 | 2 | | 2.6667 | 2.5352 | | | | |
| Flow Computations, | Capac | ity a | nd v/c | Ratios | 5 | | | - | | | | | | *************************************** | * |
| Approach | | | | EB | | T | WB | | | | NB | | Π | SB | |
| Lane | | | Left | Right | Bypass | Left | Right | В | ypass | Left | Right | Bypass | Left | Right | Bypass |
| Entry Flow (v _e), pc/h | | | 523 | 712 | | 354 | 399 | + | | 351 | 312 | | | | |
| Entry Volume, veh/h | | | 508 | 691 | | 344 | 387 | + | | 341 | 303 | | | | |
| Circulating Flow (v _c), pc/h | | | | 76 | | | 587 | | | | 523 | | | 1340 | |
| Exiting Flow (vex), pc/h | | | | 599 | | | 1264 | | | | 0 | | | 788 | |
| Capacity (Cpce), pc/h | | | 1259 | 1331 | Г | 787 | 862 | T | | 834 | 910 | l | | T | Π |
| Capacity (c), veh/h | | | 1222 | 1292 | | 764 | 837 | | | 810 | 884 | | | | |
| v/c Ratio (x) | | | 0.42 | 0.53 | | 0.45 | 0.46 | 1 | | 0.42 | 0.34 | | | | |
| Delay and Level of S | ervice | | | | | | - | _ | | | | | | - | |
| Approach | - | T | | EB | | I | WB | | | | NB | | | SB | |
| Lane | | | Left | Right | Bypass | Left | Right | В | ypass | Left | Right | Bypass | Left | Right | Bypass |
| Lane Control Delay (d), s/veh | *************************************** | | 7.1 | 8.7 | | 10.8 | 10.3 | T | | 9.8 | 7.9 | | | | |
| Lane LOS | | | Α | А | | В | В | | | Α | А | | | | |
| 95% Queue, veh | | | 2.1 | 3.4 | | 2.4 | 2.6 | + | | 2.2 | 1.6 | | | | |
| Approach Delay, s/veh | | | | 8.0 | | | 10.5 | _ | | | 8.9 | | | | |
| Approach LOS | Married Street | | - | А | | | В | A STATE OF THE PARTY OF THE PAR | | | А | | | | |
| | | | | | | 1 | | | | | | | L | | |

| General Information | 1 | | District Control of the Control of t | | | Si | te Info | rmatio | on | THE PARTY OF | 2017-2018 | | | | |
|---|--------|-----------|--|---|---------------|--|---|-------------|--|---|-----------|---------|-------|--------------------|----------|
| Analyst | tsj | | | | | | | Inte | rsection | - | | Maum | ee We | estern Re | serve & |
| Agency or Co. | DGL | Consultin | ng Engin | eers | | / ← ` | | E/W | Street Na | me | | Maum | ee We | estern Re | serve/Fr |
| Date Performed | 7/19/ | 2022 | | | | | | N/S | Street Nar | ne | , | W Bou | ndary | | |
| Analysis Year | 2042 | | | | ⋠ ↓↓ (| W + E | 1 1> | Ana | lysis Time I | Period, hrs | , | 1.00 | | | |
| Time Analyzed | 2042 | - PM Pe | ak | | 2 | | | Pea | k Hour Fact | tor | | 0.92 | | | |
| Project Description | Multi | -Lane Ro | oundabo | ut - Exi | | → | | Juri | sdiction | | (| City of | Perry | sburg | |
| Volume Adjustment | s and | Site C | harac | teristic | s | Annual An | | | | | | | | | |
| Approach | | E | В | | | WB | | T | N | В | | | | SB | |
| Movement | U | L | Т | R | U | L · | r R | U | L | Т | R | U | L | Т | R |
| Number of Lanes (N) | 0 | 0 | 1 | 1 | 0 | 0 2 | 2 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | | Т | | R | LT | | T | | L | LR | | | | | |
| Volume (V), veh/h | 0 | | 596 | 823 | 0 | 76 8 | 14 | 0 | 893 | T | 84 | T | | | T |
| Percent Heavy Vehicles, % | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | | | | |
| Flow Rate (VPCE), pc/h | 0 | | 667 | 921 | 0 | 85 9° | 11 | 0 | 1000 | | 94 | | | | T |
| Right-Turn Bypass | | No | one | | | None | | | No | ne | | | N | Vone | |
| Conflicting Lanes | | | 2 | | | 2 | | | 2 | | | | | | |
| Pedestrians Crossing, p/h | | | 0 | | | 0 | | | 0 | | | | | | |
| Droportion of CAV- | | | | | | | | | | | | - | | | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | | |
| | Jp Hea | adway | / Adju | stmen | t | | | 0 | | | | | | | |
| Critical and Follow-l | Jp Hea | adway | / Adju | stmen | t | T | WB | 0 | T | NB | | 1 | | SB | |
| | Jp Hea | adway | | EB | | Left | | | Left | | Bypass | Lei | ft T | | Bypass |
| Critical and Follow-U Approach Lane | Jp Hea | adway | / Adju Left 4.6453 | | Bypass | Left 4.6453 | WB Right 4.3276 | 0 Bypass | Left 4.6453 | NB Right 4.3276 | Bypass | Lei | ft | SB Right | Bypass |
| Approach Lane Critical Headway, s | Jp Hea | adway | Left | EB Right | | | Right | | | Right | Bypass | Lei | ft | | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s | | | Left 4.6453 2.6667 | EB Right 4.3276 2.5352 | Bypass | 4.6453 | Right 4.3276 | | 4.6453 | Right 4.3276 | Bypass | Let | ft | | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, | | | Left 4.6453 2.6667 | EB Right 4.3276 2.5352 Ratios | Bypass | 4.6453 | Right 4.3276 2.5352 | | 4.6453 | Right 4.3276 2.5352 | Bypass | Let | ft | Right | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach | | | Left 4.6453 2.6667 nd v/c | EB Right 4.3276 2.5352 Ratios | Bypass | 4.6453 2.6667 | Right 4.3276 2.5352 WB | Bypass | 4.6453 2.6667 | Right 4.3276 2.5352 NB | | | | Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane | | | Left 4.6453 2.6667 nd v/c | Right 4.3276 2.5352 Ratios EB Right | Bypass | 4.6453 2.6667 Left | Right 4.3276 2.5352 WB Right | | 4.6453 2.6667 Left | Right 4.3276 2.5352 NB Right | Bypass | Let | | Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h | | | Left 4.6453 2.6667 1d v/c Left 667 | Right 4.3276 2.5352 Ratios EB Right 921 | Bypass | 4.6453 2.6667 Left 468 | Right 4.3276 2.5352 WB Right 528 | Bypass | 4.6453 2.6667 Left 580 | Right 4.3276 2.5352 NB Right 514 | | | | Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h | | | Left 4.6453 2.6667 nd v/c | Right 4.3276 2.5352 Ratios EB Right 921 894 | Bypass | 4.6453 2.6667 Left | Right 4.3276 2.5352 WB Right 528 513 | Bypass | 4.6453 2.6667 Left | Right 4.3276 2.5352 NB Right 514 499 | | | | Right SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (vo), pc/h Entry Volume, veh/h Circulating Flow (vo), pc/h | | | Left 4.6453 2.6667 1d v/c Left 667 | Right 4.3276 2.5352 Ratios EB Right 921 894 85 | Bypass | 4.6453 2.6667 Left 468 | Right 4.3276 2.5352 WB Right 528 513 1000 | Bypass | 4.6453 2.6667 Left 580 | Right 4.3276 2.5352 NB Right 514 499 667 | | | | SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _o), pc/h Entry Volume, veh/h Circulating Flow (v _o), pc/h Exiting Flow (v _o), pc/h | | | Left 4.6453 2.6667 ad v/c Left 667 648 | EB Right 4.3276 2.5352 Ratios EB Right 921 894 85 761 | Bypass | 4.6453 2.6667 Left 468 454 | Right 4.3276 2.5352 WB Right 528 513 1000 1911 | Bypass | 4.6453 2.6667 Left 580 563 | Right 4.3276 2.5352 NB Right 514 499 667 0 | | | | Right SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpce), pc/h | | | Left 4.6453 2.6667 ad v/c Left 667 648 | EB Right 4.3276 2.5352 Ratios EB Right 921 894 85 761 1321 | Bypass | 4.6453 2.6667 Left 468 454 | Right 4.3276 2.5352 WB Right 528 513 1000 1911 607 | Bypass | 4.6453 2.6667 Left 580 563 | Right 4.3276 2.5352 NB Right 514 499 667 0 806 | | | | SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _o), pc/h Entry Volume, veh/h Circulating Flow (v _o), pc/h Exiting Flow (v _o), pc/h | | | Left 4.6453 2.6667 ad v/c Left 667 648 | EB Right 4.3276 2.5352 Ratios EB Right 921 894 85 761 | Bypass | 4.6453 2.6667 Left 468 454 | Right 4.3276 2.5352 WB Right 528 513 1000 1911 | Bypass | 4.6453 2.6667 Left 580 563 | Right 4.3276 2.5352 NB Right 514 499 667 0 | | | | SB Right | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (vo), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpeo), pc/h Capacity (cpeo), pc/h | Capac | city an | Left 4.6453 2.6667 ad v/c Left 667 648 | EB Right 4.3276 2.5352 Ratios EB Right 921 894 85 761 1321 1283 | Bypass | 4.6453 2.6667 Left 468 454 538 522 | Right 4.3276 2.5352 WB Right 528 513 1000 1911 607 589 | Bypass | 4.6453 2.6667 Left 580 563 731 710 | Right 4.3276 2.5352 NB Right 514 499 667 0 806 782 | | | | SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (vo), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpeo), pc/h Capacity (cpeo), pc/h | Capac | city an | Left 4.6453 2.6667 ad v/c Left 667 648 | EB Right 4.3276 2.5352 Ratios EB Right 921 894 85 761 1321 1283 | Bypass | 4.6453 2.6667 Left 468 454 538 522 | Right 4.3276 2.5352 WB Right 528 513 1000 1911 607 589 | Bypass | 4.6453 2.6667 Left 580 563 731 710 | Right 4.3276 2.5352 NB Right 514 499 667 0 806 782 | | | | SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpce), pc/h Capacity (cpce), pc/h V/C Ratio (x) Delay and Level of S | Capac | city an | Left 4.6453 2.6667 ad v/c Left 667 648 | EB Right 4.3276 2.5352 Ratios EB Right 921 894 85 761 1321 1283 0.70 | Bypass | 4.6453 2.6667 Left 468 454 538 522 | Right 4.3276 2.5352 WB Right 528 513 1000 1911 607 589 0.87 | Bypass | 4.6453 2.6667 Left 580 563 731 710 | Right 4.3276 2.5352 NB Right 514 499 667 0 806 782 0.64 | | | ft | SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (vo), pc/h Entry Volume, veh/h Circulating Flow (vo), pc/h Exiting Flow (vo), pc/h Capacity (cpo), pc/h Capacity (cpo), pc/h V/C Ratio (x) Delay and Level of S Approach | Capac | city an | Left 4.6453 2.6667 ad v/c Left 667 648 1248 1212 0.53 | EB Right 4.3276 2.5352 Ratios EB Right 921 894 85 761 1321 1283 0.70 | Bypass | 4.6453 2.6667 Left 468 454 538 522 0.87 | Right 4.3276 2.5352 WB Right 528 513 1000 1911 607 589 0.87 | Bypass | 4.6453 2.6667 Left 580 563 731 710 0.79 | Right 4.3276 2.5352 NB Right 514 499 667 0 806 782 0.64 | Bypass | Let | ft | SB Right 1996 1006 | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (vo), pc/h Entry Volume, veh/h Circulating Flow (vo), pc/h Exiting Flow (vo), pc/h Capacity (cpo), pc/h Capacity (cpo), pc/h Capacity (cyoh/h v/c Ratio (x) Delay and Level of S Approach Lane | Capac | city an | Left 4.6453 2.6667 10 | EB Right 4.3276 2.5352 Ratios EB Right 921 894 85 761 1321 1283 0.70 EB Right | Bypass | 4.6453 2.6667 Left 468 454 538 522 0.87 | Right 4.3276 2.5352 WB Right 528 513 1000 1911 607 589 0.87 WB Right | Bypass | 4.6453 2.6667 Left 580 563 731 710 0.79 | Right 4.3276 2.5352 NB Right 514 499 667 0 806 782 0.64 NB Right | Bypass | Let | ft | SB Right 1996 1006 | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (vo), pc/h Entry Volume, veh/h Circulating Flow (vo), pc/h Exiting Flow (vo), pc/h Capacity (Cpo), pc/h Capacity (Cpo), pc/h V/C Ratio (X) Delay and Level of S Approach Lane Lane Lane Control Delay (d), s/veh | Capac | city an | Left 4.6453 2.6667 10 | EB Right 4.3276 2.5352 Ratios EB Right 921 894 85 761 1321 1283 0.70 EB Right 12.7 | Bypass | 4.6453 2.6667 Left 468 454 538 522 0.87 Left 50.7 | Right 4.3276 2.5352 WB Right 528 513 1000 1911 607 589 0.87 WB Right 45.9 | Bypass | 4.6453 2.6667 Left 580 563 731 710 0.79 Left 27.6 | Right 4.3276 2.5352 NB Right 514 499 667 0 806 782 0.64 NB Right 15.8 | Bypass | Let | ft | SB Right 1996 1006 | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpce), pc/h Capacity (Cpce), pc/h V/c Ratio (X) Delay and Level of S Approach Lane Lane Lane Control Delay (d), s/veh Lane LOS | Capac | city an | Left 4.6453 2.6667 10 | EB Right 4,3276 2,5352 Ratios EB Right 921 894 85 761 1321 1283 0,70 EB Right 12,7 | Bypass | 4,6453 2,6667 Left 468 454 538 522 0.87 Left 50.7 F | Right 4.3276 2.5352 WB Right 528 513 1000 1911 607 589 0.87 WB Right 45.9 E | Bypass | 4.6453 2.6667 Left 580 563 731 710 0.79 Left 27.6 D | Right 4.3276 2.5352 NB Right 514 499 667 0 806 782 0.64 NB Right 15.8 C | Bypass | Let | ft | SB Right 1996 1006 | Bypass |

| General Information | | | 1 | | | S | te Info | rmatio | on | | | | | |
|--|--------|----------|--|--|--------------|--|---|--------|---|---|--------|------------|---|--|
| Analyst | tsj | | | | S. May | | | _ | rsection | | - 1 | Maumee | Western R | eserve-F |
| Agency or Co. | - | Consulti | ng Engin | eers | 1 | + | | | Street Na | me | | | Western R | |
| Date Performed | 8/25/ | | 99 | | 1 | | AN. | E3 | Street Nar | VIBERAL I | | W Bound | | a sor veyr |
| Analysis Year | 2022 | | 9 00 08 | | ₹ ↓ (| W + E | 1 1 | 4 | lysis Time | | | 1.00 | | |
| Time Analyzed | | - AM Pe | ak | | ~\ \ | | | | k Hour Fac | | | 0.92 | | |
| Project Description | | | AB Prop. | Interse | | | | | diction | | | City of Pe | rrvsbura | |
| | | | | 4.11- | | Vi | 4 | | | N-2 | | | .,3 | N/ J |
| Volume Adjustment | s and | Site C | harac | teristic | S | | | _ | | | | | | de e |
| Approach | | | EB | | | WB | | | N | В | | | SB | |
| Movement | U | L | T | R | U | L | T R | U | L | T | R | U | LT | R |
| Number of Lanes (N) | 0 | 0 | 1 | 1 | 0 | 0 | 2 0 | 0 | 1 | 1 | 0 | 0 | 0 1 | 0 |
| Lane Assignment | L | T | | R | LT | | TR | | L | LTR | | | | LTR |
| Volume (V), veh/h | 0 | 0 | 425 | 578 | 0 | 62 5 | 50 0 | 0 | 476 | 61 | 0 | 0 | 1 1 | 0 |
| Percent Heavy Vehicles, % | 1 | 1 | 1 | 1 | 2 | 2 | 2 2 | 2 | 2 | 2 | 2 | 3 | 3 3 | 3 |
| Flow Rate (vrœ), pc/h | 0 | 0 | 467 | 635 | 0 | 69 6 | 10 0 | 0 | 528 | 68 | 0 | 0 | 1 1 | 0 |
| Right-Turn Bypass | | No | one | | | None | | | No | ne | | I HIT | None | |
| Conflicting Lanes | | | 1 | | | 2 | | | 1 | Ģ. | | | 2 | |
| Pedestrians Crossing, p/h | | | 0 | - | | 0 | | | C | | | | 0 | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | |
| Critical and Follow-L | Јр Неа | dway | / Adju | stmen | t | | | | | | | | | VIII - VI |
| Approach | T.A. | | | | | | | | | | | | | |
| Approach | | | | EB | | | WB | | I | NB | | | SB | |
| Lane | | | Left | EB Right | Bypass | Left | WB Right | Bypass | Left | NB Right | Bypass | Left | SB Right | Bypass |
| | | | Left 4.5436 | | Bypass | Left 4.6453 | | Bypass | Left 4.5436 | | Bypass | Left | T | Bypass |
| Lane | | | | Right | Bypass | | Right | Bypass | | Right | Bypass | Left | Right | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s | Сарас | ity ar | 4.5436 2.5352 | Right 4.5436 2.5352 | | 4.6453 | Right 4.3276 | Bypass | 4.5436 | Right 4.5436 | Bypass | Left | Right 4.3276 | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, | Capac | ity ar | 4.5436 2.5352 | 4.5436 2.5352 Ratios | | 4.6453 | Right 4.3276 2.5352 | Bypass | 4.5436 | Right 4.5436 2.5352 | Bypass | Left | Right 4.3276 2.5352 | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach | Capac | ity ar | 4.5436 2.5352 nd v/c | Right 4.5436 2.5352 Ratios | | 4.6453 2.6667 | Right 4.3276 2.5352 WB | | 4.5436 2.5352 | Right 4.5436 2.5352 NB | | | Right 4.3276 2.5352 | |
| Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane | Capac | ity ar | 4.5436 2.5352 nd v/c | Right 4.5436 2.5352 Ratios EB Right | | 4.6453 2.6667 Left | Right 4.3276 2.5352 WB Right | Bypass | 4.5436 2.5352 Left | Right 4.5436 2.5352 NB Right | Bypass | Left | Right 4.3276 2.5352 SB Right | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h | Capac | ity ar | 4.5436 2.5352 nd v/c Left 467 | Right 4.5436 2.5352 Ratios EB Right 635 | | 4.6453 2.6667 Left 319 | Right 4.3276 2.5352 WB Right 360 | | 4.5436 2.5352 Left 316 | Right 4.5436 2.5352 NB Right 280 | | | Right 4.3276 2.5352 SB Right 2 | |
| Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h | Capac | ity ar | 4.5436 2.5352 nd v/c | Right 4.5436 2.5352 Ratios EB Right 635 629 | | 4.6453 2.6667 Left | Right 4.3276 2.5352 WB Right 360 353 | | 4.5436 2.5352 Left | Right 4.5436 2.5352 NB Right 280 275 | | | Right 4.3276 2.5352 SB Right 2 2 | |
| Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _c), pc/h | Capac | ity ar | 4.5436 2.5352 nd v/c Left 467 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 | | 4.6453 2.6667 Left 319 | Right 4.3276 2.5352 WB Right 360 353 596 | | 4.5436 2.5352 Left 316 | Right 4.5436 2.5352 NB Right 280 275 468 | | | Right 4.3276 2.5352 SB Right 2 2 1207 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _{ex}), pc/h | Capac | ity ar | 4.5436 2.5352 nd v/c Left 467 462 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 | | 4.6453 2.6667 Left 319 313 | Right 4.3276 2.5352 WB Right 360 353 596 1138 | | 4.5436 2.5352 Left 316 310 | Right 4.5436 2.5352 NB Right 280 275 468 68 | | | Right 4.3276 2.5352 SB Right 2 1207 705 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _e), pc/h Capacity (c _{pce}), pc/h | Capac | ity ar | 4.5436 2.5352 ad v/c Left 467 462 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 1331 | | 4.6453 2.6667 Left 319 313 | Right 4.3276 2.5352 WB Right 360 353 596 1138 856 | | 4.5436 2.5352 Left 316 310 | Right 4.5436 2.5352 NB Right 280 275 468 68 928 | | | Right 4.3276 2.5352 SB Right 2 2 1207 705 509 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpex), pc/h Capacity (cpex), pc/h | Capac | ity ar | 4.5436 2.5352 nd v/c Left 467 462 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 | | 4.6453 2.6667 Left 319 313 | Right 4.3276 2.5352 WB Right 360 353 596 1138 | | 4.5436 2.5352 Left 316 310 | Right 4.5436 2.5352 NB Right 280 275 468 68 | | | Right 4.3276 2.5352 SB Right 2 1207 705 | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _{ex}), pc/h Capacity (c _p , veh/h Capacity (c), veh/h v/c Ratio (x) | | | 4.5436 2.5352 nd v/c Left 467 462 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 1331 1318 | | 4.6453 2.6667 Left 319 313 780 765 | Right 4.3276 2.5352 WB Right 360 353 596 1138 856 839 | | 4.5436 2.5352 Left 316 310 | Right 4.5436 2.5352 NB Right 280 275 468 68 928 909 | | | Right 4.3276 2.5352 SB Right 2 1207 705 509 494 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _{ex}), pc/h Capacity (c _p , veh/h Capacity (c), veh/h v/c Ratio (x) | | | 4.5436 2.5352 nd v/c Left 467 462 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 1331 1318 | | 4.6453 2.6667 Left 319 313 780 765 | Right 4.3276 2.5352 WB Right 360 353 596 1138 856 839 | | 4.5436 2.5352 Left 316 310 | Right 4.5436 2.5352 NB Right 280 275 468 68 928 909 | | | Right 4.3276 2.5352 SB Right 2 1207 705 509 494 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpe), pc/h Capacity (cpe), pc/h V/C Ratio (x) Delay and Level of Se | | | 4.5436 2.5352 nd v/c Left 467 462 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 1331 1318 0.48 | | 4.6453 2.6667 Left 319 313 780 765 | Right 4,3276 2,5352 WB Right 360 353 596 1138 856 839 0,42 | Bypass | 4.5436 2.5352 Left 316 310 | Right 4.5436 2.5352 NB Right 280 275 468 68 928 909 0.30 | Bypass | | Right 4.3276 2.5352 SB Right 2 1207 705 509 494 0.00 | Bypass |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpvex), pc/h Capacity (Cpvex), pc/h V/c Ratio (X) Delay and Level of Se Approach Lane | | | 4.5436 2.5352 ad v/c Left 467 462 1331 1318 0.35 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 1331 1318 0.48 | Bypass | 4.6453 2.6667 Left 319 313 780 765 0.41 | Right 4.3276 2.5352 WB Right 360 353 596 1138 856 839 0.42 WB | | 4.5436 2.5352 Left 316 310 928 909 0.34 | Right 4.5436 2.5352 NB Right 280 275 468 68 928 909 0.30 | | Left | Right 4.3276 2.5352 SB Right 2 1207 705 509 494 0.00 | Bypasi |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _e), pc/h Capacity (c _p , v _e), pc/h Capacity (c _p , v _e), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of So | | | 4.5436 2.5352 ad v/c Left 467 462 1331 1318 0.35 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 1331 1318 0.48 EB Right 7.6 | Bypass | 4.6453 2.6667 Left 319 313 780 765 0.41 Left 10.0 | Right 4.3276 2.5352 WB Right 360 353 596 1138 856 839 0.42 WB Right 9.5 | Bypass | 4.5436 2.5352 Left 316 310 928 909 0.34 | Right 4.5436 2.5352 NB Right 280 275 468 68 928 909 0.30 NB Right 7.2 | Bypass | Left | Right 4.3276 2.5352 SB Right 2 1207 705 509 494 0.00 SB Right 7.3 | Bypasi |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpee), pc/h Capacity (C, veh/h v/c Ratio (X) Delay and Level of So Approach Lane Lane Control Delay (d), s/veh Lane LOS | | | 4.5436 2.5352 nd v/c Left 467 462 1331 1318 0.35 | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 1331 1318 0.48 EB Right | Bypass | 4.6453 2.6667 Left 319 313 780 765 0.41 Left 10.0 A | Right 4,3276 2,5352 WB Right 360 353 596 1138 856 839 0,42 WB Right 9,5 A | Bypass | 4.5436 2.5352 Left 316 310 928 909 0.34 Left 7.7 | Right 4.5436 2.5352 NB Right 280 275 468 68 928 909 0.30 NB Right 7.2 A | Bypass | Left | Right 4.3276 2.5352 SB Right 2 1207 705 509 494 0.00 SB Right 7.3 A | Bypasi |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpe), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of So Approach Lane Lane Control Delay (d), s/veh Lane LOS 95% Queue, veh | | | 4.5436 2.5352 ad v/c Left 467 462 1331 1318 0.35 Left 6.0 A | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 1331 1318 0.48 EB Right 7.6 A | Bypass | 4.6453 2.6667 Left 319 313 780 765 0.41 Left 10.0 | Right 4.3276 2.5352 WB Right 360 353 596 1138 856 839 0.42 WB Right 9.5 A | Bypass | 4.5436 2.5352 Left 316 310 928 909 0.34 | Right 4.5436 2.5352 NB Right 280 275 468 68 928 909 0.30 NB Right 7.2 A 1.3 | Bypass | Left | Right 4.3276 2.5352 SB Right 2 1207 705 509 494 0.00 SB Right 7.3 A 0.0 | |
| Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of Se Approach Lane Lane Control Delay (d), s/veh Lane LOS | | | 4.5436 2.5352 ad v/c Left 467 462 1331 1318 0.35 Left 6.0 A | Right 4.5436 2.5352 Ratios EB Right 635 629 71 468 1331 1318 0.48 EB Right 7.6 | Bypass | 4.6453 2.6667 Left 319 313 780 765 0.41 Left 10.0 A | Right 4,3276 2,5352 WB Right 360 353 596 1138 856 839 0,42 WB Right 9,5 A | Bypass | 4.5436 2.5352 Left 316 310 928 909 0.34 Left 7.7 | Right 4.5436 2.5352 NB Right 280 275 468 68 928 909 0.30 NB Right 7.2 A | Bypass | Left | Right 4.3276 2.5352 SB Right 2 1207 705 509 494 0.00 SB Right 7.3 A | Bypasi |

| General Information | 1 | | | | | Si | te Info | rmati | on | | | | | |
|--|---------|----------|--|---|------------|---|---|--------|--|---|--------|------------|---|------------|
| Analyst | tsj | | | | | * / | A | _ | ersection | | Τ, | Maumee | Western F | leserve-Fi |
| Agency or Co. | - | Consulti | ng Engin | eers | 1 | (| | | V Street Na | me | _ | _ | Western F | |
| Date Performed | 8/25/ | | - | | | | | N/ | Street Nar | me | 1 | N Bound | ary | |
| Analysis Year | 2022 | | 1000 | 6. 0 | ₹ ↓ | W + E | 1 1 | An | alysis Time | Period, hr | s 1 | 1.00 | | 9 |
| Time Analyzed | 2022 | - PM Pe | ak | | | | | | k Hour Fac | | | 0.97 | | |
| Project Description | | | AB Prop. | Interse | | - | | | sdiction | The second | (| City of Pe | rrysburg | 77.5% |
| | | | | | | Vi | + | | | | | | | |
| Volume Adjustment | s and S | | | teristic | :s | | | _ | | | | | 901 hea | |
| Approach | | _ | В | | | WB | | _ | N | | | _ | SB | |
| Movement | U | L | T | R | U | L | R | U | L | T | R | U | LT | R |
| Number of Lanes (N) | 0 | 0 | 1 | 1 | 0 | 0 2 | 2 0 | 0 | 1 | 1 | 0 | 0 | 0 1 | 0 |
| Lane Assignment | L | .T | | R | LT | | TR | | L | LTR | | | | LTR |
| Volume (V), veh/h | 0 | 0 | 543 | 749 | 0 | 69 7 | 11 2 | 0 | 813 | 0 | 76 | 0 | 2 1 | 0 |
| Percent Heavy Vehicles, % | 1 | 1 | - 1 | 1. | 2 | 2 2 | 2 2 | 2 | 2 | 2 | 2 | 3 | 3 3 | 3 |
| Flow Rate (vect), pc/h | 0 | 0 | 565 | 780 | 0 | 73 77 | 79 2 | 0 | 855 | 0 | 80 | 0 | 2 1 | 0 |
| Right-Turn Bypass | | N | one | | | None | | | No | ne | | | None | |
| Conflicting Lanes | | | 1 | | | 2 | | | 1 | | | | 2 | |
| Pedestrians Crossing, p/h | | | 0 | | | 0 | | | C |) | | | 0 | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | |
| Approach Lane | | | Left | Right | Bypass | Left | Right | Bypas | Left | Right | Bypass | Left | Right | Bypas |
| Critical Headway, s | | | | | | | | | | | | | | Dypas. |
| | | | 4.5436 | 4.5436 | | 4.6453 | 4.3276 | бураз | 4,5436 | 4.5436 | | | 4.3276 | |
| Follow-Up Headway, s | | | 2.5352 | 4.5436 2.5352 | | 4.6453 2.6667 | 4.3276 2.5352 | Бураз | | | | | 4.3276 | |
| | Capac | ity ar | 2.5352 | 2.5352 | | | | ураз | 4,5436 | 4.5436 | | | | |
| | Capac | city ar | 2.5352 | 2.5352 | | | | урал | 4,5436 | 4.5436 | | | | |
| Flow Computations, | Capac | city ar | 2.5352 | 2.5352 Ratios | Bypass | | 2.5352 | Bypass | 4.5436 2.5352 | 4.5436 2.5352 | Bypass | Left | 2.5352 | |
| Flow Computations, Approach | Capac | city ar | 2.5352 nd v/c | 2.5352 Ratios | | 2.6667 | 2.5352 WB | | 4.5436 2.5352 | 4.5436 2.5352 NB | Bypass | Left | 2.5352 SB | |
| Flow Computations, Approach Lane | Capac | city ar | 2.5352 nd v/c | 2.5352 Ratios EB Right | | 2.6667 Left | 2.5352 WB Right | | 4.5436 2.5352 Left | 4.5436 2.5352 NB Right | Bypass | Left | 2.5352 SB Right | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h | Capac | ity ar | 2.5352 nd v/c Left 565 | 2.5352 Ratios EB Right 780 | | 2.6667 Left 401 | 2.5352 WB Right 453 | | 4.5436 2.5352 Left 496 | 4.5436 2.5352 NB Right 439 | Bypass | Left | 2.5352 SB Right 3 | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h | Capac | city ar | 2.5352 nd v/c Left 565 | 2.5352 Ratios EB Right 780 772 | | 2.6667 Left 401 | 2.5352 WB Right 453 444 | | 4.5436 2.5352 Left 496 | 4.5436 2.5352 NB Right 439 431 | Bypass | Left | 2.5352 SB Right 3 | |
| Flow Computations, Approach Lane Entry Flow (v _*), pc/h Entry Volume, veh/h Circulating Flow (v _*), pc/h | Сарас | city ar | 2.5352 nd v/c Left 565 | 2.5352 Ratios EB Right 780 772 76 | | 2.6667 Left 401 | 2.5352 WB Right 453 444 855 | | 4.5436 2.5352 Left 496 | 4.5436 2.5352 NB Right 439 431 567 | Bypass | Left | 2.5352 SB Right 3 3 1707 | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h | Capac | city ar | 2.5352 nd v/c Left 565 559 | 2.5352 Ratios EB Right 780 772 76 647 | | 2.6667 Left 401 394 | 2.5352 WB Right 453 444 855 1634 | | 4.5436 2.5352 Left 496 486 | 4.5436 2.5352 NB Right 439 431 567 2 | Bypass | Left | 2.5352 SB Right 3 1707 854 | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpce), pc/h | Capac | city ar | 2.5352 nd v/c Left 565 559 | 2.5352 Ratios EB Right 780 772 76 647 1325 | | 2.6667 Left 401 394 | 2.5352 WB Right 453 444 855 1634 687 | | 4.5436 2.5352 Left 496 486 | A.5436 2.5352 NB Right 439 431 567 2 | Bypass | Left | 2.5352 SB Right 3 3 1707 854 333 | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpee), pc/h Capacity (c), veh/h | | | 2.5352 nd v/c Left 565 559 1325 1312 | 2.5352 Ratios EB Right 780 772 76 647 1325 1312 | | 2.6667 Left 401 394 615 603 | 2.5352 WB Right 453 444 855 1634 687 673 | | 4.5436 2.5352 Left 496 486 848 831 | 4,5436 2,5352 NB Right 439 431 567 2 848 831 | Bypass | Left | 2.5352 SB Right 3 1707 854 333 323 | |
| Flow Computations, Approach Lane Entry Flow (v _*), pc/h Entry Volume, veh/h Circulating Flow (v _*), pc/h Exiting Flow (v _{**}), pc/h Capacity (c _{pe*}), pc/h Capacity (c), veh/h v/c Ratio (x) | | | 2.5352 nd v/c Left 565 559 1325 1312 | 2.5352 Ratios EB Right 780 772 76 647 1325 1312 | | 2.6667 Left 401 394 615 603 | 2.5352 WB Right 453 444 855 1634 687 673 | | 4.5436 2.5352 Left 496 486 848 831 | 4,5436 2,5352 NB Right 439 431 567 2 848 831 | Bypass | Left | 2.5352 SB Right 3 1707 854 333 323 | |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpe), pc/h Capacity (cpe), pc/h V/c Ratio (x) Delay and Level of S | | | 2.5352 nd v/c Left 565 559 1325 1312 | 2.5352 Ratios EB Right 780 772 76 647 1325 1312 0.59 | | 2.6667 Left 401 394 615 603 | 2.5352 WB Right 453 444 855 1634 687 673 0.66 | | 4.5436 2.5352 Left 496 486 848 831 0.58 | 4,5436 2,5352 NB Right 439 431 567 2 848 831 0.52 | Bypass | Left | 2.5352 SB Right 3 1707 854 333 323 0.01 | Bypas |
| Flow Computations, Approach Lane Entry Flow (v*), pc/h Entry Volume, veh/h Circulating Flow (v*), pc/h Exiting Flow (v**), pc/h Capacity (cpe*), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach | ervice | | 2.5352 nd v/c Left 565 559 1325 1312 0.43 | 2.5352 Ratios EB Right 780 772 76 647 1325 1312 0.59 | Bypass | 2.6667 Left 401 394 615 603 0.65 | 2.5352 WB Right 453 444 855 1634 687 673 0.66 | Bypass | 4.5436 2.5352 Left 496 486 848 831 0.58 | A.5436 2.5352 NB Right 439 431 567 2 848 831 0.52 | | | 2.5352 SB Right 3 1707 854 333 323 0.01 | Bypas |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane | ervice | | 2.5352 Left 565 559 1325 1312 0.43 | 2.5352 Ratios EB Right 780 772 76 647 1325 1312 0.59 EB Right | Bypass | 2.6667 Left 401 394 615 603 0.65 | 2.5352 WB Right 453 444 855 1634 687 673 0.66 WB Right | Bypass | 4.5436 2.5352 Left 496 486 848 831 0.58 | A.5436 2.5352 NB Right 439 431 567 2 848 831 0.52 NB Right | | | 2.5352 SB Right 3 1707 854 333 323 0.01 SB Right | Bypas |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh | ervice | | 2.5352 Left 565 559 1325 1312 0.43 Left 6.9 | 2.5352 Ratios EB Right 780 772 76 647 1325 1312 0.59 EB Right 9.6 | Bypass | 2.6667 Left 401 394 615 603 0.65 | 2.5352 WB Right 453 444 855 1634 687 673 0.66 WB Right 18.8 | Bypass | 4.5436 2.5352 Left 496 486 848 831 0.58 | A.5436 2.5352 NB Right 439 431 567 2 848 831 0.52 NB Right 11.6 | | | 2.5352 SB Right 3 3 1707 854 333 323 0.01 SB Right 11.3 | Bypass |
| Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpe), pc/h Capacity (cpe), pc/h V/c Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh Lane LOS | ervice | | 2.5352 nd v/c Left 565 559 1325 1312 0.43 Left 6.9 A | 2.5352 Ratios EB Right 780 772 76 647 1325 1312 0.59 EB Right 9.6 A | Bypass | 2.6667 Left 401 394 615 603 0.65 Left 20.3 C | 2.5352 WB Right 453 444 855 1634 687 673 0.66 WB Right 18.8 C | Bypass | 4.5436 2.5352 Left 496 486 848 831 0.58 | A,5436 2,5352 NB Right 439 431 567 2 848 831 0,52 NB Right 11.6 B | | | 2.5352 SB Right 3 1707 854 333 323 0.01 SB Right 11.3 B | |
| Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _e), pc/h Capacity (c _p , e _p , pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh Lane LOS 95% Queue, veh | ervice | | 2.5352 nd v/c Left 565 559 1325 1312 0.43 Left 6.9 A | 2.5352 Ratios EB Right 780 772 76 647 1325 1312 0.59 EB Right 9.6 A 4.2 | Bypass | 2.6667 Left 401 394 615 603 0.65 Left 20.3 C | 2.5352 WB Right 453 444 855 1634 687 673 0.66 WB Right 18.8 C 5.5 | Bypass | 4.5436 2.5352 Left 496 486 848 831 0.58 | A.5436 2.5352 NB Right 439 431 567 2 848 831 0.52 NB Right 11.6 B 3.2 | | | 2.5352 SB Right 3 1707 854 333 323 0.01 SB Right 11.3 B 0.0 | Bypas |

| General Information | ii. | | | | | Si | te Info | rmatic | on | | | | | |
|---|----------|--|---|---|--------------|--|--|--------|--|---|--------|-----------|---|------------|
| Analyst | tsj | | | | | ** | | Inte | rsection | - | 1 | Maumee | Western | Reserve-Fr |
| Agency or Co. | DGL | Consulti | ng Engin | eers | | ← | | E/W | Street Na | me | 1 | Maumee | Western | Reserve/Fr |
| Date Performed | 8/25/ | 2022 | National Confession | | | | | N/S | Street Na | me | 1 | N Bound | lary | |
| Analysis Year | 2042 | | | | ≾ ↓ (| WIB |) † †) | | lysis Time | Period, hr | s 1 | 1.00 | | F3-11-5 |
| Time Analyzed | 2042 | - AM Pe | ak | | 2 | | | Peal | k Hour Fac | tor | (|).92 | | |
| Project Description | Multi | -Lane R/ | AB Prop. | Interse | | → | + | Juris | diction | | (| City of P | errysburg | |
| Volume Adjustment | s and | Site C | harac | teristic | s | | | | | | | | | |
| Approach | | ı | В | | | WB | | | N | В | | | SB | vuy-, |
| Movement | U | L | Т | R | U | L | R | U | L | Т | R | U | L | T R |
| Number of Lanes (N) | 0 | 0 | 1 | 1 | 0 | 0 2 | 2 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 0 |
| Lane Assignment | ı | Т | | R | LT | | TR | | L | LTR | | | | LTR |
| Volume (V), veh/h | 0 | 0 | 467 | 637 | 0 | 68 60 | 05 0 | 0 | 524 | 68 | 0 | 0 | 2 | 1 0 |
| Percent Heavy Vehicles, % | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 3 |
| Flow Rate (vpcz), pc/h | 0 | 0 | 513 | 699 | 0 | 75 67 | 1 0 | 0 | 581 | 75 | 0 | 0 | 2 | 1 0 |
| Right-Turn Bypass | The same | No | one | | | None | | | No | ne | | | None | |
| Conflicting Lanes | | | 1 | | | 2 | | | 1 | | | | 2 | |
| Pedestrians Crossing, p/h | | | 0 | | | 0 | | | 0 | (m - 15) | | Elitad | 0 | |
| Proportion of CAVs | | | | | | | | 0 | | | | | | |
| | | uvvav | / Adiu | stmen | t | | | | | | | | | |
| Approach | 1 | iuway | / Aaju | EB | | | WB | | | NB | | | SB | |
| | | duway | Left | | Bypass | Left | WB Right | Bypass | Left | NB Right | Bypass | Left | SB Righ | t Bypas |
| Approach | | duway | | EB | | Left 4.6453 | | Bypass | Left 4.5436 | | Bypass | Left | | - |
| Approach Lane Critical Headway, s Follow-Up Headway, s | | | Left 4,5436 2,5352 | EB Right 4.5436 2.5352 | Bypass | | Right | Bypass | | Right | Bypass | Left | Righ | 6 |
| Approach Lane Critical Headway, s Follow-Up Headway, s | | | Left 4,5436 2,5352 | EB Right 4.5436 2.5352 | Bypass | 4.6453 | Right 4.3276 | Bypass | 4.5436 | Right 4.5436 | Bypass | Left | Righ 4.327 | 6 |
| Approach Lane Critical Headway, s Follow-Up Headway, s | | | Left 4,5436 2,5352 | EB Right 4.5436 2.5352 | Bypass | 4.6453 | Right 4.3276 | Bypass | 4.5436 | Right 4.5436 | Bypass | Left | Righ 4.327 | 6 |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, | | | Left 4,5436 2,5352 | Right 4.5436 2.5352 Ratios | Bypass | 4.6453 | Right 4.3276 2.5352 | Bypass | 4.5436 | Right 4.5436 2.5352 | Bypass | Left | Righ 4.327 2.535 | 6 |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach | | | Left 4.5436 2.5352 ad v/c | EB Right 4.5436 2.5352 Ratios | Bypass | 4.6453 2.6667 | Right 4.3276 2.5352 WB | | 4.5436 2.5352 | Right 4.5436 2.5352 NB | | | Righ 4.327 2.535 | 6 |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane | | | Left 4,5436 2,5352 and v/c | EB Right 4.5436 2.5352 Ratios EB Right | Bypass | 4.6453 2.6667 Left | Right 4.3276 2.5352 WB Right | | 4.5436 2.5352 Left | Right 4.5436 2.5352 NB Right | | | Righ 4.327 2.535 SB Righ | 6 |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h | | | Left 4.5436 2.5352 ad v/c Left 513 | EB Right 4.5436 2.5352 Ratios EB Right 699 | Bypass | 4.6453 2.6667 Left 351 | Right 4.3276 2.5352 WB Right 395 | | 4.5436 2.5352 Left 348 | Right 4.5436 2.5352 NB Right 308 | | | Righ 4.327 2.535 SB Righ 3 | Bypas: |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h | | | Left 4.5436 2.5352 ad v/c Left 513 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 | Bypass | 4.6453 2.6667 Left 351 | Right 4.3276 2.5352 WB Right 395 388 | | 4.5436 2.5352 Left 348 | Right 4.5436 2.5352 NB Right 308 302 | | | Righ 4.327 2.535 SB Righ 3 | Bypas: |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v-), pc/h Entry Volume, veh/h Circulating Flow (v-), pc/h | | | Left 4.5436 2.5352 ad v/c Left 513 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 | Bypass | 4.6453 2.6667 Left 351 | Right 4.3276 2.5352 WB Right 395 388 656 | | 4.5436 2.5352 Left 348 | Right 4.5436 2.5352 NB Right 308 302 515 | | | Righ 4.327 2.535 SB Righ 3 3 1327 | Bypas: |
| Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h | | | Left 4.5436 2.5352 ad v/c Left 513 508 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 515 | Bypass | 4.6453 2.6667 Left 351 344 | Right 4.3276 2.5352 WB Right 395 388 656 1252 | | 4.5436 2.5352 Left 348 341 | Right 4,5436 2,5352 NB Right 308 302 515 75 | | | Righ 4.327 2.535 SB Righ 3 3 1327 775 | Bypas: |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpoe), pc/h Capacity (c), veh/h v/c Ratio (x) | Capac | and the state of t | Left 4.5436 2.5352 ad v/c Left 513 508 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 515 1323 | Bypass | 4.6453 2.6667 Left 351 344 | Right 4.3276 2.5352 WB Right 395 388 656 1252 813 | | 4.5436 2.5352 Left 348 341 | Right 4.5436 2.5352 NB Right 308 302 515 75 889 | | | Righ 4.327 2.535 SB Righ 3 1327 775 460 | Bypas: |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpce), pc/h Capacity (c), veh/h | Capac | and the state of t | Left 4.5436 2.5352 nd v/c Left 513 508 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 515 1323 1310 | Bypass | 4.6453 2.6667 Left 351 344 738 724 | Right 4.3276 2.5352 WB Right 395 388 656 1252 813 797 | | 4.5436 2.5352 Left 348 341 889 871 | Right 4.5436 2.5352 NB Right 308 302 515 75 889 871 | | | Righ 4.327 2.535 SB Righ 3 1327 775 460 446 | Bypas: |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (vex), pc/h Capacity (Cpce), pc/h Capacity (Cyce), pc/h | Capac | and the state of t | Left 4.5436 2.5352 nd v/c Left 513 508 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 515 1323 1310 | Bypass | 4.6453 2.6667 Left 351 344 738 724 | Right 4.3276 2.5352 WB Right 395 388 656 1252 813 797 | | 4.5436 2.5352 Left 348 341 889 871 | Right 4.5436 2.5352 NB Right 308 302 515 75 889 871 | | | Righ 4.327 2.535 SB Righ 3 1327 775 460 446 | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of Se Approach Lane | Capac | and the state of t | Left 4.5436 2.5352 ad v/c Left 513 508 1323 1310 0.39 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 515 1323 1310 0.53 EB Right | Bypass | 4,6453 2,6667 Left 351 344 738 724 0,47 | Right 4.3276 2.5352 WB Right 395 388 656 1252 813 797 0.49 | | 4.5436 2.5352 Left 348 341 889 871 0.39 | NB Right 308 302 515 75 889 871 0.35 | | | Righ 4.327 2.535 SB Righ 3 3 1327 775 460 446 0.01 | Bypass |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpoe), pc/h V/c Ratio (x) Delay and Level of Se Approach Lane Lane Control Delay (d), s/veh | Capac | and the state of t | Left 4.5436 2.5352 ad v/c Left 513 508 1323 1310 0.39 Left 6.4 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 515 1323 1310 0.53 EB Right 8.5 | Bypass | 4.6453 2.6667 Left 351 344 738 724 0.47 Left 11.8 | Right 4.3276 2.5352 WB Right 395 388 656 1252 813 797 0.49 WB Right 11.2 | Bypass | 4.5436 2.5352 Left 348 341 889 871 0.39 | NB Right 308 302 515 75 889 871 0.35 NB Right 8.1 | Bypass | Left | Righ 4.327 2.535 SB Righ 3 1327 775 460 446 0.01 | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h Exiting Flow (v _e), pc/h Capacity (C _{pce}), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of So Approach Lane Lane Control Delay (d), s/veh Lane LOS | Capac | and the state of t | Left 4.5436 2.5352 ad v/c Left 513 508 1323 1310 0.39 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 515 1323 1310 0.53 EB Right | Bypass | 4,6453 2,6667 Left 351 344 738 724 0,47 | Right 4.3276 2.5352 WB Right 395 388 656 1252 813 797 0.49 WB Right | Bypass | 4.5436 2.5352 Left 348 341 889 871 0.39 | Right 4,5436 2,5352 NB Right 308 302 515 75 889 871 0,35 | Bypass | Left | Righ 4.327 2.535 SB Righ 3 1327 775 460 446 0.01 SB Right | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpoo), pc/h Capacity (C), veh/h v/c Ratio (x) Delay and Level of Se Approach Lane Lane Control Delay (d), s/veh Lane LOS 95% Queue, veh | Capac | and the state of t | Left 4.5436 2.5352 ad v/c Left 513 508 1323 1310 0.39 Left 6.4 | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 515 1323 1310 0.53 EB Right 8.5 A 3.3 | Bypass | 4.6453 2.6667 Left 351 344 738 724 0.47 Left 11.8 | Right 4.3276 2.5352 WB Right 395 388 656 1252 813 797 0.49 WB Right 11.2 B 2.8 | Bypass | 4.5436 2.5352 Left 348 341 889 871 0.39 | Right 4.5436 2.5352 NB Right 308 302 515 75 889 871 0.35 NB Right 8.1 A 1.6 | Bypass | Left | Righ 4.327 2.535 SB Righ 3 1327 775 460 446 0.01 SB Right 8.2 A 0.0 | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpoe), pc/h Capacity (c), veh/h v/c Ratio (x) Delay and Level of So Approach Lane Lane Control Delay (d), s/veh Lane LOS | Capac | and the state of t | Left 4.5436 2.5352 nd v/c Left 513 508 1323 1310 0.39 Left 6.4 A | EB Right 4.5436 2.5352 Ratios EB Right 699 692 78 1323 1310 0.53 EB Right 8.5 A | Bypass | 738 724 0.47 | Right 4.3276 2.5352 WB Right 395 388 656 1252 813 797 0.49 WB Right 11.2 B | Bypass | 4.5436 2.5352 Left 348 341 889 871 0.39 | NB Right 308 302 515 75 889 871 0.35 NB Right 4.5436 | Bypass | Left | Righ 4.327 2.535 SB Righ 3 3 1327 775 460 446 0.01 SB Right 8.2 A | Bypas |

| General Information | | 715 | | | | Si | te Info | rmatio | n | | | NEW COL | | Marie . |
|--|---------|-----------|--|--|----------------|--|--|-------------|--|---|--------|-----------|--|------------|
| Analyst | tsj | | | | | | | | section | | | Maumee | Western F | Reserve-Fr |
| Agency or Co. | _ | Consultin | ng Engin | eers | 1 | (+ + | | | Street Na | me | | | Western F | |
| Date Performed | 8/25/ | | 9 9 | | 1 | | | 0 | Street Nar | 200 | | W Bound | | |
| Analysis Year | 2042 | | -(9) 23 | | < ↓ (| W + E | 1 1 | 4 | ysis Time I | | | 1.00 | | 782 7 |
| Time Analyzed | | - PM Pe | ak | | <u> </u> | | | | Hour Fact | | _ | 0.92 | | |
| Project Description | | | AB Prop. | Interce | | | | | diction | .UI | | | errysburg | |
| | | | | | | Vi | + | Julis | diction | WIE. | | city of r | errysburg | |
| Volume Adjustment | s and S | Site C | harac | teristic | S | | | | | | | | | |
| Approach | | E | В | | | WB | | | N | В | | | SB | |
| Movement | U | L | Т | R | U | L 1 | T R | U | L | T | R | U | LT | R |
| Number of Lanes (N) | 0 | 0 | 1 | 1 | 0 | 0 2 | 2 0 | 0 | 1 | 1 | 0 | 0 | 0 1 | 0 |
| Lane Assignment | L | T | | R | LT | | TR | | L | LTR | | | | LTR |
| Volume (V), veh/h | 0 | 0 | 596 | 823 | 0 | 76 81 | 15 0 | 0 | 893 | 0 | 84 | 0 | 2 1 | 0 |
| Percent Heavy Vehicles, % | 1 | 1 | 1 | 1 | 2 | 2 2 | 2 2 | 2 | 2 | 2 | 2 | 3 | 3 3 | 3 |
| Flow Rate (VPCE), pc/h | 0 | 0 | 654 | 904 | 0 | 84 90 | 0 0 | 0 | 990 | 0 | 93 | 0 | 2 1 | 0 |
| Right-Turn Bypass | | No | one | | | None | | | No | ne | | | None | Jarrell e |
| Conflicting Lanes | | | 1 | | ¥. | 2 | | | 1 | | | | 2 | |
| Pedestrians Crossing, p/h | | | 0 | | | 0 | | | 0 | | 226 | er inte | 0 | |
| | | | | | | | | | | | | | | |
| Proportion of CAVs Critical and Follow-L Approach | Jp Hea | ndway | / Adju | stmen EB | t | | WB | 0 | | NB | | | SB | |
| Critical and Follow-L | Jp Hea | ndway | | EB | | Loft | | | Loft | | Bypass | Loft | | I Bunas |
| Critical and Follow-U Approach Lane | Јр Неа | adway | / Adju Left 4.5436 | | t Bypass | Left 4.6453 | WB Right 4.3276 | 0 Bypass | Left 4.5436 | NB Right 4.5436 | Bypass | Left | SB Right | |
| Critical and Follow-L | Јр Неа | adway | Left | EB Right | | - | Right | | | Right | Bypass | Left | Right | |
| Critical and Follow-L Approach Lane Critical Headway, s | | | Left 4.5436 2.5352 | EB Right 4.5436 2.5352 | Bypass | 4.6453 | Right 4.3276 | | 4.5436 | Right 4.5436 | Bypass | Left | Right 4.3276 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s | | | Left 4.5436 2.5352 | EB Right 4.5436 2.5352 | Bypass | 4.6453 | Right 4.3276 | | 4.5436 | Right 4.5436 | Bypass | Left | Right 4.3276 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, | | | Left 4.5436 2.5352 | EB Right 4.5436 2.5352 Ratios | Bypass | 4.6453 | Right 4.3276 2.5352 | | 4.5436 | Right 4.5436 2.5352 | Bypass | Left | Right 4.3276 2.5352 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach | | | Left 4.5436 2.5352 nd v/c | EB Right 4.5436 2.5352 Ratios | Bypass | 4.6453 2.6667 | Right 4.3276 2.5352 WB | Bypass | 4.5436 2.5352 | Right 4.5436 2.5352 NB | | | Right 4.3276 2.5352 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane | | | Left 4.5436 2.5352 ad v/c | EB Right 4.5436 2.5352 Ratios EB Right | Bypass | 4.6453 2.6667 Left | Right 4.3276 2.5352 WB Right | Bypass | 4.5436 2.5352 Left | Right 4.5436 2.5352 NB Right | | | Right 4.3276 2.5352 SB Right | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h | | | Left 4.5436 2.5352 ad v/c Left 654 | Right 4.5436 2.5352 Ratios EB Right 904 | Bypass | 4.6453 2.6667 Left 464 | Right 4.3276 2.5352 WB Right 524 | Bypass | 4.5436 2.5352 Left 574 | Right 4.5436 2.5352 NB Right 509 | | | Right 4.3276 2.5352 SB Right 3 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h | | | Left 4.5436 2.5352 ad v/c Left 654 | EB Right 4.5436 2.5352 Ratios EB Right 904 895 | Bypass | 4.6453 2.6667 Left 464 | Right 4.3276 2.5352 WB Right 524 513 | Bypass | 4.5436 2.5352 Left 574 | Right 4.5436 2.5352 NB Right 509 499 | | | Right 4.3276 2.5352 SB Right 3 3 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (v _e), pc/h Entry Volume, veh/h Circulating Flow (v _e), pc/h | | | Left 4.5436 2.5352 ad v/c Left 654 | EB Right 4.5436 2.5352 Ratios EB Right 904 895 | Bypass | 4.6453 2.6667 Left 464 | Right 4.3276 2.5352 WB Right 524 513 990 | Bypass | 4.5436 2.5352 Left 574 | Right 4.5436 2.5352 NB Right 509 499 656 | | | Right 4.3276 2.5352 SB Right 3 3 1978 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h | | | Left 4.5436 2.5352 ad v/c Left 654 648 | EB Right 4.5436 2.5352 Ratios EB Right 904 895 87 749 | Bypass | 4.6453 2.6667 Left 464 455 | Right 4.3276 2.5352 WB Right 524 513 990 1894 | Bypass | 4.5436 2.5352 Left 574 563 | Right 4,5436 2,5352 NB Right 509 499 656 0 | | | Right 4.3276 2.5352 SB Right 3 3 1978 989 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpce), pc/h | | | Left 4.5436 2.5352 ad v/c Left 654 648 | EB Right 4.5436 2.5352 Ratios EB Right 904 895 87 749 1312 | Bypass | 4.6453 2.6667 Left 464 455 | Right 4.3276 2.5352 WB Right 524 513 990 1894 612 | Bypass | 4.5436 2.5352 Left 574 563 | Right 4.5436 2.5352 NB Right 509 499 656 0 782 | | | Right 4.3276 2.5352 SB Right 3 3 1978 989 264 | - |
| Critical and Follow-L Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpe), pc/h Capacity (cpe), veh/h | Capac | ity ar | Left 4.5436 2.5352 nd v/c Left 654 648 | EB Right 4.5436 2.5352 Ratios EB Right 904 895 87 749 1312 1299 | Bypass | 4.6453 2.6667 Left 464 455 | Right 4.3276 2.5352 WB Right 524 513 990 1894 612 600 | Bypass | 4.5436 2.5352 Left 574 563 782 766 | Right 4.5436 2.5352 NB Right 509 499 656 0 782 766 | | | Right 4.3276 2.5352 SB Right 3 1978 989 264 257 | |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpo), pc/h Capacity (c), veh/h v/c Ratio (x) | Capac | ity ar | Left 4.5436 2.5352 nd v/c Left 654 648 | EB Right 4.5436 2.5352 Ratios EB Right 904 895 87 749 1312 1299 | Bypass | 4.6453 2.6667 Left 464 455 | Right 4.3276 2.5352 WB Right 524 513 990 1894 612 600 | Bypass | 4.5436 2.5352 Left 574 563 782 766 | Right 4.5436 2.5352 NB Right 509 499 656 0 782 766 | | | Right 4.3276 2.5352 SB Right 3 1978 989 264 257 | |
| Critical and Follow-L Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpe), pc/h Capacity (cpe), pc/h V/C Ratio (X) Delay and Level of S | Capac | ity ar | Left 4.5436 2.5352 nd v/c Left 654 648 | EB Right 4.5436 2.5352 Ratios EB Right 904 895 87 749 1312 1299 0.69 | Bypass | 4.6453 2.6667 Left 464 455 | Right 4.3276 2.5352 WB Right 524 513 990 1894 612 600 0.86 | Bypass | 4.5436 2.5352 Left 574 563 782 766 | Right 4.5436 2.5352 NB Right 509 499 656 0 782 766 0.65 | | | Right 4.3276 2.5352 SB Right 3 1978 989 264 257 0.01 | Bypas |
| Critical and Follow-L Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpee), pc/h Capacity (cpee), pc/h V/c Ratio (x) Delay and Level of S Approach | Capac | ity ar | Left 4.5436 2.5352 nd v/c Left 654 648 1312 1299 0.50 | EB Right 4.5436 2.5352 Ratios EB Right 904 895 87 749 1312 1299 0.69 | Bypass Bypass | 4.6453 2.6667 Left 464 455 543 532 0.86 | Right 4.3276 2.5352 WB Right 524 513 990 1894 612 600 0.86 | Bypass | 4,5436 2,5352 Left 574 563 782 766 0,73 | Right 4.5436 2.5352 NB Right 509 499 656 0 782 766 0.65 | Bypass | Left | Right 4.3276 2.5352 SB Right 3 1978 989 264 257 0.01 SB | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpee), pc/h Capacity (Cpee), pc/h V/C Ratio (X) Delay and Level of S Approach Lane | Capac | ity ar | Left 4.5436 2.5352 1d v/c Left 654 648 1312 1299 0.50 Left | EB Right 4.5436 2.5352 Ratios EB Right 904 895 87 749 1312 1299 0.69 EB Right | Bypass Bypass | 4.6453 2.6667 Left 464 455 543 532 0.86 | Right 4.3276 2.5352 WB Right 524 513 990 1894 612 600 0.86 WB Right | Bypass | 4,5436 2,5352 Left 574 563 782 766 0,73 | Right 4.5436 2.5352 NB Right 509 499 656 0 782 766 0.65 NB Right | Bypass | Left | Right 4.3276 2.5352 SB Right 3 1978 989 264 257 0.01 SB Right | Bypas |
| Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (cpe), pc/h Capacity (cpe), pc/h V/C Ratio (x) Delay and Level of S Approach Lane Lane Lane Control Delay (d), s/veh | Capac | ity ar | Left 4.5436 2.5352 ad v/c Left 654 648 1312 1299 0.50 Left 8.0 | EB Right 4.5436 2.5352 Ratios EB Right 904 895 87 749 1312 1299 0.69 EB Right 12.3 | Bypass Bypass | 4.6453 2.6667 Left 464 455 543 532 0.86 Left 46.2 | Right 4.3276 2.5352 WB Right 524 513 990 1894 612 600 0.86 WB Right 41.9 | Bypass | 4,5436 2,5352 Left 574 563 782 766 0,73 | Right 4.5436 2.5352 NB Right 509 499 656 0 782 766 0.65 NB Right 16.6 | Bypass | Left | Right 4.3276 2.5352 SB Right 3 1978 989 264 257 0.01 SB Right 14.2 | Bypas |
| Critical and Follow-L Approach Lane Critical Headway, s Follow-Up Headway, s Flow Computations, Approach Lane Entry Flow (ve), pc/h Entry Volume, veh/h Circulating Flow (ve), pc/h Exiting Flow (ve), pc/h Capacity (Cpee), pc/h Capacity (cpee), pc/h V/C Ratio (x) Delay and Level of S Approach Lane Lane Control Delay (d), s/veh Lane Los | Capac | ity ar | Left 4.5436 2.5352 nd v/c Left 654 648 1312 1299 0.50 Left 8.0 A | EB Right 4.5436 2.5352 Ratios EB Right 904 895 87 749 1312 1299 0.69 EB Right 12.3 B | Bypass Bypass | 4.6453 2.6667 Left 464 455 543 532 0.86 Left 46.2 E | Right 4.3276 2.5352 WB Right 524 513 990 1894 612 600 0.86 WB Right 41.9 E | Bypass | 4,5436 2,5352 Left 574 563 782 766 0,73 Left 21.0 C | Right 4.5436 2.5352 NB Right 509 499 656 0 782 766 0.65 NB Right 16.6 C | Bypass | Left | Right 4.3276 2.5352 SB Right 3 1978 989 264 257 0.01 SB Right 14.2 B | |

Appendix E Roundabout Preliminary Design





Engineer's Cost Estimate

Project: MAUMEE WESTERN TRAFFIC STUDY

Preliminary Estimate

Calculated By: CML
Checked By: LLA

Date: September 20, 2022

| Description | Quantity | Unit | @ | | Unit Cost | = | Total Cost |
|---|-----------|----------|---|-----|---------------------|-----|-------------------------------|
| Section 001 Roundabout | | | | | | | |
| Construction (Includes incidentals) | 1 | LS | @ | \$ | 2,253,238.08 | = | \$ 2,253,238.08 |
| Retaining Wall | 21000.00 | SQFT | @ | \$ | 65.00 | = | \$ 1,365,000.00 |
| Embankment | 44000 | CY | @ | \$ | 15.00 | = | \$ 660,000.00 |
| Roadway Total | | | | | | | \$ 4,278,238.08 |
| Section 004 New Park Road | | | | | | | |
| | | | | | | | |
| Construction | 1 | LS | @ | \$ | 161,730.00 | = | \$ 161,730.00 |
| Construction Embankment | 1 2520 | LS CY | @ | \$ | 161,730.00 15.00 | = = | \$ 37,800.00 |
| Construction | | | | - 1 | • | | 37,800.00 |
| Construction Embankment | | | | - 1 | • | | \$ 37,800.00 |
| Construction Embankment Pavement Total | | | | - 1 | • | | \$ 37,800.00 199,530.00 |

