



Consulting

1396 White Bridge Road
Chittenango, NY 13037
Tel: (315) 391-5110

August 21, 2025

Cough Harbour & Associates, LLP
441 South Salina Street
Syracuse, NY 13202-4712

Attn: Mr. Brian Bouchard, P.E.

**Re: Updated Traffic Impact Assessment – Proposed Onondaga Hotel & Convention Center
325 South Warren Street – Syracuse**

Dear Mr. Bouchard:

I have completed my review of the traffic operations associated with the proposed Onondaga Hotel & Convention Center development at 325 South Warren Street in the City of Syracuse, NY. This letter summarizes the work completed in this review as well as my findings.

Project Understanding

The proposed development is located on the southeast corner of the intersection of South Warren Street with East Fayette Street in the City of Syracuse, NY. The site is currently a combination vacant property and a closed parking garage. The proposed Onondaga Hotel & Convention Center includes 243 rooms, a 5,900 SF ground floor commercial space, a 4,800 SF 10th floor restaurant with 150 seats, and convention space totaling 6,780 SF. The 1st-4th floors will include parking garage space with 310 parking spaces. Access to the proposed development will be provided via one entrance driveway from South Warren Street located approximately 175 feet to the south of and East Fayette Street, and one exit driveway to East Fayette Street located approximately 100 feet to the east of South Warren Street.

A site layout plan for the proposed Onondaga Hotel & Convention Center development has been attached.

Data Collection

Site visits were conducted on Tuesday – May 13th, 2025 to collect the following:

- Existing Traffic Volume Counts – Traffic turning movement counts were collected at the following four intersections around the project site during the weekday morning (7-9am) and evening (4-6pm) peak travel periods.
 - South Warren Street @ East Fayette Street
 - South Warren Street @ East Jefferson Street
 - East Fayette Street @ South Salina Street
 - East Fayette Street @ Montgomery Street

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The counts were all collected for two-hour periods to ensure that actual peak hours of the adjacent streets were captured. The traffic counts included separate heavy vehicle counts per direction and pedestrians. All area schools were in session.

- Operational Data - Other data needed to evaluate traffic operations, such as intersection geometry, signal timings, and speeds limits were also collected.

Existing Operations

Based on the traffic counts collected, the peak hours were identified as follows:

Morning Peak Hour – 8:00am to 9:00am
Evening Peak Hour – 4:30pm to 5:30pm

South Warren Street is a one-way northbound city street through the study area with one travel lane and parking on both sides of the roadway. There are no auxiliary lanes at either the East Jefferson Street or East Fayette Street intersections.

East Fayette Street is a two-way city street through the study area with one travel lane in each direction. There is no parking with bike lanes on each side of the roadway. There are no auxiliary turn lanes at the study area intersections.

East Jefferson Street is a two-way city street through the study area with one travel lane in each direction. There is parking on each side of the roadway. There are no auxiliary turn lanes at the study area intersection with South Warren Street.

South Salina Street is a two-way city street through the study area with one travel lane in each direction. There is parking on each side of the roadway. There are no auxiliary turn lanes at the study area intersection with East Fayette Street.

Montgomery Street is a one-way southbound city street through the study area with two through lanes, a left turn lane at the East Fayette Street intersection. There is parking on both sides of the roadway.

All four study area intersections are signalized with two phase operations. The signals are pretimed with an 80 second signal cycle length during the morning peak hour and an 85 second cycle length during the evening peak hour.

The 2025 existing traffic volumes, collected in May 2025 are shown in the attached Figure 1 for the weekday morning and evening peak hours. South Warren Street carries approximately 200 vehicles northbound passing the site during the morning peak hour, and approximately 450 vehicles northbound passing the site during the evening peak hour. East Fayette Street carries approximately 425 vehicles eastbound/150 vehicles westbound passing the site during the morning peak hour and approximately

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300 vehicles eastbound/350 vehicles westbound passing the site during the evening peak hour. The traffic count data has been attached.

The existing traffic counts were reviewed and compared to historical traffic volumes on South Salina Street and East Fayette Street to identify any necessary seasonal adjustments. Specifically, the 2025 traffic volumes on South Salina Street to the south of East Fayette Street were compared to a two-day count average from August 23rd-24th, 2023. The volumes on East Fayette Street to the west of South Warren Street were compared to a two-day count average from August 30th-31st, 2022. The historical counts were taken from the NYSDOT Traffic Data Viewer website.

Using the combined north/south volumes on South Salina Street, the 2025 traffic counts were 19% higher than the historical counts during the morning peak hour and 14% higher than the historical counts during the evening peak hour. Using the combined east/west volumes on East Fayette Street, the 2025 traffic counts were 19% higher than the historical counts during the morning peak hour and 11% higher than the historical counts during the evening peak hour. Given that the 2025 traffic counts collected in May were all higher than the historical count data in the area, there were no adjustments made to the existing traffic volumes. The historical count data has been attached.

Capacity analysis of the existing traffic operations was completed using Synchro11, an industry accepted standard for the analysis of both signalized and unsignalized intersections that is based on methodologies developed in the Highway Capacity Manual. Intersection and individual movement operations are graded in terms of Level of Service ranging from A to F, as described in the HCM. For example, an unsignalized intersection movement with an average delay of 5 seconds per vehicle is considered a Level of Service A while an average delay per vehicle of 20 seconds is considered a C. A Level of Service D or better is generally considered acceptable for a signalized intersection while a Level of Service E or better is generally considered acceptable for an unsignalized intersection.

The capacity analyses completed include traffic turning movement counts, heavy vehicle percentages, and full pedestrian volumes based on the data collected.

The results of the capacity analysis indicate that the signalized intersections in the study area are all operating at an overall Level of Service B or better during both peak hours. All individual movements are operating at acceptable Levels of Service C or better during both peak hours.

The detailed Level of Service & Queue summary, and capacity analysis printouts, have been attached.

There are no noted concerns with existing traffic operations in the study area.

Accident Analysis

An accident analysis was completed for the study area using history reports obtained for a three year period from October 2021 through September 2024. Over the three year period, there were 57 total accidents in the study area with the following distribution:

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- 25 accidents at the South Salina Street / East Fayette Street intersection
- 5 accidents at the South Warren Street / East Jefferson Street intersection
- 1 accident at the South Warren Street / East Fayette Street intersection
- 1 accident at the Montgomery Street / East Fayette Street intersection
- 10 accidents along East Fayette Street
- 6 accidents along South Warren Street
- 5 accidents along South Salina Street
- 3 accidents along East Jefferson Street
- 1 accident in a parking garage

Of the 25 accidents that occurred at the South Salina Street/East Fayette Street intersection, 9 were rearend accidents, 7 were left turn accidents, 4 were right angle accidents, 2 were sideswipe accidents, 1 was a right turn accident, 1 was a backing accident, and 1 was an animal related accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 3.40 property damage only accidents per year and 1.39 injury/fatality accidents per year. The calculated number of property damage only accidents per year was 6.66. The calculated number of injury/fatality accidents per year was 1.66. This intersection is a higher accident location.

Of the 12 accidents that occurred at the South Warren Street/East Jefferson Street intersection, 3 were right angle accidents, 1 was a fixed object accident, and 1 was a head on accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 1.24 property damage only accidents per year and 0.63 injury/fatality accidents per year. The calculated number of property damage only accidents per year was 1.33. The calculated number of injury/fatality accidents per year was 0.33. This intersection has slightly more property damage accidents than predicted.

There was 1 left turn accident at the South Warren Street/East Fayette Street intersection. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 2.71 property damage only accidents per year and 1.10 injury/fatality accidents per year. The calculated number of property damage only accidents per year was 0.33. The calculated number of injury/fatality accidents per year was 0.00. This intersection is not a severe accident location.

There was 1 rearend accident at the Montgomery Street/East Fayette Street intersection. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 1.43 property damage only accidents per year and 0.57 injury/fatality accidents per year. The calculated number of property damage only accidents per year was 0.33. The calculated number of injury/fatality accidents per year was 0.00. This intersection is not a severe accident location.

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Of the 10 midblock accidents that occurred along East Fayette Street, 8 were sideswipe accidents, 1 was a head on accident, and 1 was a backing accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 4.79 property damage only accidents per year and 0.33 injury/fatality accidents per year. The calculated number of property damage only accidents per year was 3.00. The calculated number of injury/fatality accidents per year was 0.33. This section of East Fayette Street is not considered a severe accident area.

Of the 6 midblock accidents that occurred along South Warren Street, 1 was a left turn accident, 1 was a right angle accident, 1 was a backing accident, 1 was a fixed object accident, 1 was a sideswipe accident, and 1 was a head on accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 5.34 property damage only accidents per year and 0.61 injury/fatality accidents per year. The calculated number of property damage only accidents per year was 2.00. The calculated number of injury/fatality accidents per year was 0.00. This section of South Warren Street is not considered a severe accident area.

Of the 5 midblock accidents that occurred along South Salina Street, 2 were sideswipe accidents, 1 was a right angle accident, 1 was a backing accident, and 1 was a rearend accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 4.79 property damage only accidents per year and 0.33 injury/fatality accidents per year. The calculated number of property damage only accidents per year was 1.66. The calculated number of injury/fatality accidents per year was 0.00. This section of South Salina Street is not considered a severe accident area.

Of the 3 midblock accidents that occurred along East Jefferson Warren Street, 1 was a right angle accident, 1 was a sideswipe accident, and 1 was a rearend accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 4.79 property damage only accidents per year and 0.33 injury/fatality accidents per year. The calculated number of property damage only accidents per year was 1.00. The calculated number of injury/fatality accidents per year was 0.00. This section of East Jefferson Street is not considered a severe accident area.

Overall, 51 (89%) of the accidents in the study area were property damage only accidents with only 5 injury accidents. There was one fatality accident at the South Salina Street/East Fayette Street intersection September 14th, 2024 involving a northbound left turning vehicle and a southbound dirt bike. It is noted that the dirt bike was not road registered, had no lights, and was traveling at speeds in excess of 50 mph.

The accident data and calculations have been attached.

2027 Background Operations

The proposed Onondaga Hotel & Convention Center development is assumed to be completed by 2027. In order to fully understand the impacts of the development on the adjacent roadway system,

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analysis of the operations immediately before the project opening must first be completed. The existing traffic volumes were adjusted by a growth rate to account for any unknown development that may occur prior to completion of the project.

Historical traffic volumes along East Fayette Street between South Salina Street and South Warren Street, and along South Salina Street between Adams Street and Erie Boulevard, were taken from the NYSDOT Traffic Data Viewer website and reviewed in order to identify an appropriate background growth rate. Long term growth rates in the area have been positive around +4.8% per year on East Fayette Street between 2014 and 2023, and negative around -0.8% per year on South Salina Street between 2014 and 2023. In order to maintain a conservative analysis, a positive 2.0% per year growth was chosen and used to grow the 2025 existing traffic volumes to the 2027 base condition. The 2027 background traffic volumes with 4% growth are shown in Figure 2.

As requested by the City of Syracuse, additional adjustments were made to the 2027 design year traffic volumes to account for potential impacts associated with the I-81 Viaduct Project. Specifically, the 2026 No Build traffic volumes and the 2026 Build traffic volumes with the Community Grid option were reviewed from the Viaduct Project FEIS to identify projected changes in traffic volumes at the study area intersections. The projected changes in traffic volumes as a result of the I-81 Viaduct Project are shown in the attached Figure 3. These changes were applied to the 2027 base traffic volumes with growth only for the resultant 2027 background traffic volumes expected before the completion of the proposed hotel, as shown in Figure 4.

Prior to completing the background conditions capacity analysis, the signal timings at the study areas intersections were optimized using the existing signal cycle lengths to balance delays.

Capacity analysis of the 2027 background condition indicates that all movements in the study area will continue to operate at Level of Service C or better during both peak hours with the growth in traffic and with the projected volume changes associated with the I-81 Viaduct Project.

The detailed Level of Service & Queue summary, and capacity analysis printouts, have been attached.

Trip Generation Estimate and Distribution

The proposed development includes a 243 room hotel with 5,900 SF of retail space, a 4,800 SF (150 seat) restaurant, and 6,780 SF on convention space. Trips generated by the proposed development were estimated using the ITE Trip Generation, 11th Edition, which is the industry accepted standard for estimating traffic generated by new developments. Land Use 310 – Hotel, Land Use 931 – Fine Dining Restaurant, and Land Use 822 – Retail Strip Plaza (<40K) were used. Separate trips generated by the convention space were not estimated and this use is a typical ancillary use within a hotel.

A 25% multi-use credit was applied to the retail and restaurant trips generated to account for patrons already staying at the hotel.

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The following table summarizes the trip generation estimate for the proposed Onondaga Hotel & Convention Center development on South Warren Street in the City of Syracuse.

Trip Generation Summary

	Morning Peak Hour		Evening Peak Hour	
	Entering	Exiting	Entering	Exiting
Hotel – 234 Rooms	63	49	73	70
Restaurant – 150 Seats	2	1	28	14
Retail – 5,900 SF	8	6	20	19
Total Individual Trips Generated	73	56	121	103
<i>Multi-Use Credit 25% - Retail/Restaurant</i>	<u>-2</u>	<u>-2</u>	<u>-12</u>	<u>-8</u>
Total Trips Generated	71	54	109	95

The detailed trip generation calculations have been attached.

Overall, the Onondaga Hotel & Convention Center is expected to generate approximately 50-70 total trips both entering and exiting the site during the morning peak hour and approximately 100-110 total trips both entering and exiting the site during the evening peak hour.

Based on existing traffic patterns and access to the broader highway system in the area, 25% of the trips generated are expected to travel to/from the west, 25% are expected to travel to/from the south, 20% are expected to travel to/from the east, and 15% are expected to travel to/from the north on the adjacent expressway system. 15% are expected to travel to/from local roadway via South Salina Street, Montgomery Street, and East Fayette Street. The anticipated arrival/departure distribution for the morning and evening peak hours are shown in Figure 5. The trips generated are shown in Figure 6. The resultant build traffic volumes expected when the Onondaga Hotel & Convention Center development is complete are shown in Figure 7.

Build Operations

Capacity analysis of the build condition with the proposed Onondaga Hotel & Convention Center indicates that the development will have only minor impacts on traffic operations in the study area. All Levels of Service are maintained from the background condition during both peak hours with the following minor exceptions:

- South Warren Street @ East Fayette Street
 - PM Peak Hour
 - EB Left/Through – LOS B to C – +1 second average delay

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- South Warren Street @ East Jefferson Street
 - PM Peak Hour
 - EB Left/Through – LOS B to C – +3 seconds average delay

The analysis of the site driveways indicates that the South Warren Street entrance driveway will operate with minimal delays entering the site. The exit driveway on East Fayette Street will operate at LOS B during both peak hours with minimal delays on East Fayette Street.

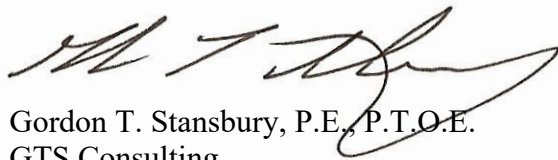
The detailed Level of Service & Queue summary, and capacity analysis printouts, have been attached.

Conclusions

The additional traffic generated by the proposed Onondaga Hotel & Convention Center development will not have any significant impacts on traffic operations in the study area. There are no off-site mitigation measures recommended.

If you have any questions or need additional information, please call.

Sincerely,



Gordon T. Stansbury, P.E., P.T.O.E.
GTS Consulting

Attachments –

Site Plan
Traffic Volume Figures 1-7
Trip Generation Estimates
Historical Count Data
Capacity Analysis Printouts

Level of Service & Queue Summary
Growth Rate Calculations
Accident Data
Count Data

Proposed Onondaga Hotel & Convention Center – 325 South Warren Street – City of Syracuse, NY Intersection Level of Service & Queue Summary Weekday Morning Peak Hour							
Intersection	Available Storage	2025 Existing LOS(Delay)	2025 Existing Max Queue	2027 Background LOS(Delay)	2027 Background Max Queue	2027 Build LOS(Delay)	2027 Build Max Queue
South Warren Street @ East Fayette Street		B(13)		B(14)		B(14)	
EB Left/Through	310	B(13)	88	B(15)	111	B(14)	108
WB Through/Right	90	B(12)	60	B(12)	48	B(12)	60
NB Left/Through/Right	175	B(15)	118	B(15)	132	B(14)	135
South Warren Street @ East Jefferson Street		B(14)		B(14)		B(15)	
EB Left/Through	275	C(23)	129	B(18)	105	C(21)	133
WB Through/Right	360	A(9)	53	A(6)	36	A(6)	37
NB Left/Through/Right	280	B(11)	74	B(17)	127	B(17)	138
South Salina Street @ East/West Fayette Street		B(19)		C(22)		C(22)	
EB Left/Through/Right	260	C(26)	248	C(29)	276	C(31)	292
WB Left/Through/Right	310	B(17)	81	C(21)	129	C(21)	128
NB Left/Through/Right	375	B(14)	139	B(15)	186	B(15)	186
SB Left/Through/Right	225	B(16)	189	B(19)	285	B(19)	289
Montgomery Street @ East Fayette Street		A(8)		A(9)		A(9)	
EB Through/Right	230	A(4)	22	A(2)	11	A(4)	29
WB Left/Through	365	B(11)	79	B(11)	83	B(11)	86
SB Left	220	B(19)	36	B(20)	58	B(20)	58
SB Through/Right	220	B(14)	24	B(16)	22	B(16)	23
South Warren Street @ Site Access							
NB Through/Right	430	-	-	-	-	a(0)	0
East Fayette Street @ Site Access							
EB Through	90	-	-	-	-	a(0)	0
WB Through	230	-	-	-	-	a(0)	0
NB Left/Right	-	-	-	-	-	b(13)	10

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro11

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro11

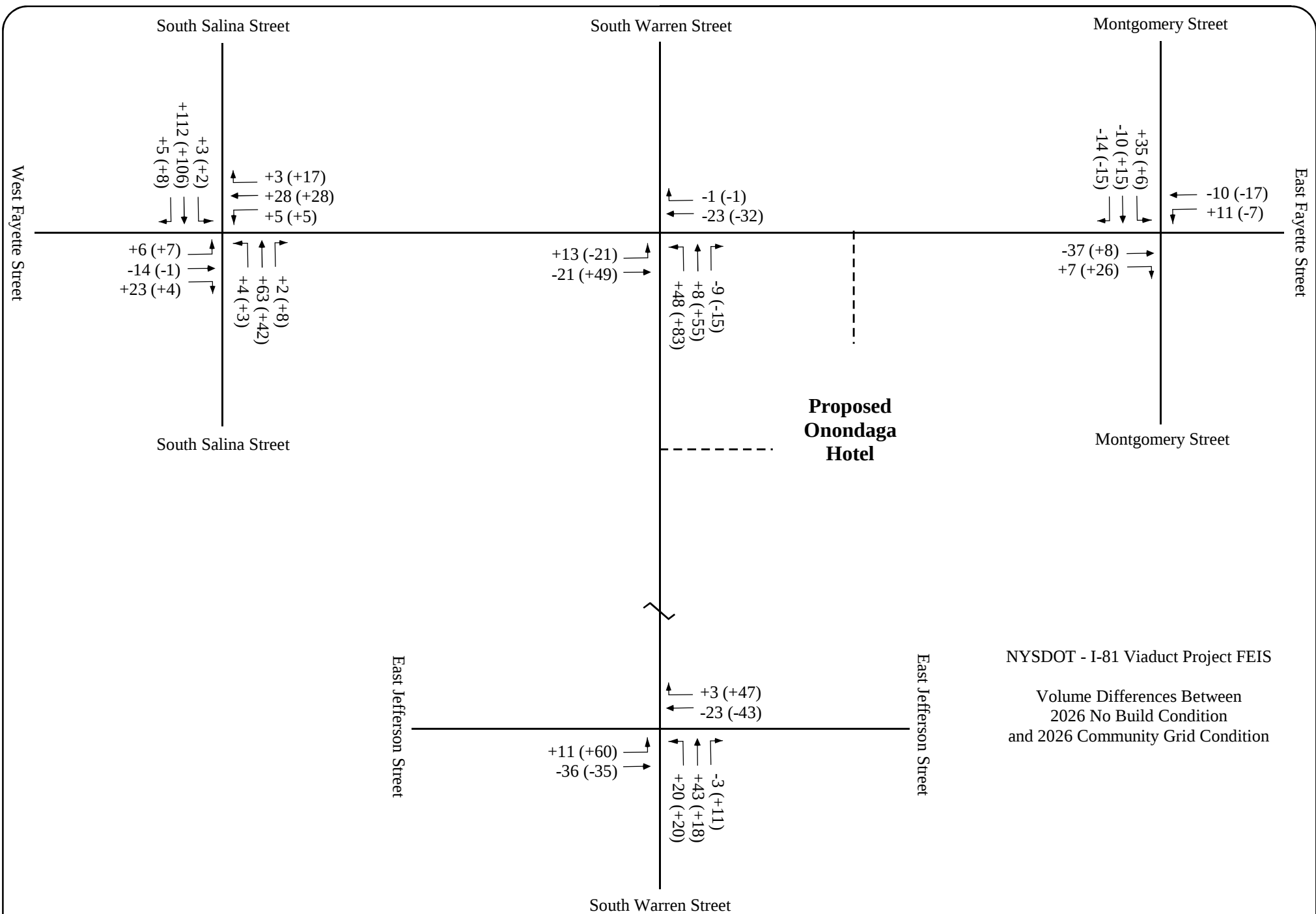
95th Percentile Queues in Feet – Synchro11

Proposed Onondaga Hotel & Convention Center – 325 South Warren Street – City of Syracuse, NY Intersection Level of Service & Queue Summary Weekday Evening Peak Hour							
Intersection	Available Storage	2025 Existing LOS(Delay)	2025 Existing Max Queue	2027 Background LOS(Delay)	2027 Background Max Queue	2027 Build LOS(Delay)	2027 Build Max Queue
South Warren Street @ East Fayette Street		B(17)		C(24)		C(27)	
EB Left/Through	310	B(14)	74	B(19)	126	C(20)	133
WB Through/Right	90	B(17)	76	C(23)	79	C(32)	127
NB Left/Through/Right	175	B(19)	231	C(27)	369	C(26)	382
South Warren Street @ East Jefferson Street		B(17)		B(16)		B(18)	
EB Left/Through	275	C(27)	94	C(21)	100	C(27)	146
WB Through/Right	360	C(21)	109	A(7)	58	A(7)	62
NB Left/Through/Right	280	A(10)	93	B(19)	165	B(20)	184
South Salina Street @ East/West Fayette Street		B(17)		B(19)		B(19)	
EB Left/Through/Right	260	C(21)	198	C(23)	220	C(24)	245
WB Left/Through/Right	310	B(11)	89	B(13)	124	B(13)	115
NB Left/Through/Right	375	B(18)	235	C(21)	293	C(21)	293
SB Left/Through/Right	225	B(17)	170	C(20)	262	C(20)	265
Montgomery Street @ East Fayette Street		B(12)		B(11)		B(11)	
EB Through/Right	230	A(7)	71	A(4)	39	A(6)	68
WB Left/Through	365	B(17)	176	B(16)	169	B(16)	173
SB Left	220	B(17)	26	B(17)	31	B(17)	31
SB Through/Right	220	A(8)	17	B(11)	21	B(11)	23
South Warren Street @ Site Access							
NB Through/Right	430	-	-	-	-	a(0)	0
East Fayette Street @ Site Access							
EB Through	90	-	-	-	-	a(0)	0
WB Through	230	-	-	-	-	a(0)	0
NB Left/Right	-	-	-	-	-	b(14)	20

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro11

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro11

95th Percentile Queues in Feet – Synchro11



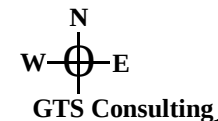
Proposed Onondaga Hotel & Convention Center - 325 South Warren Street - Syracuse, NY

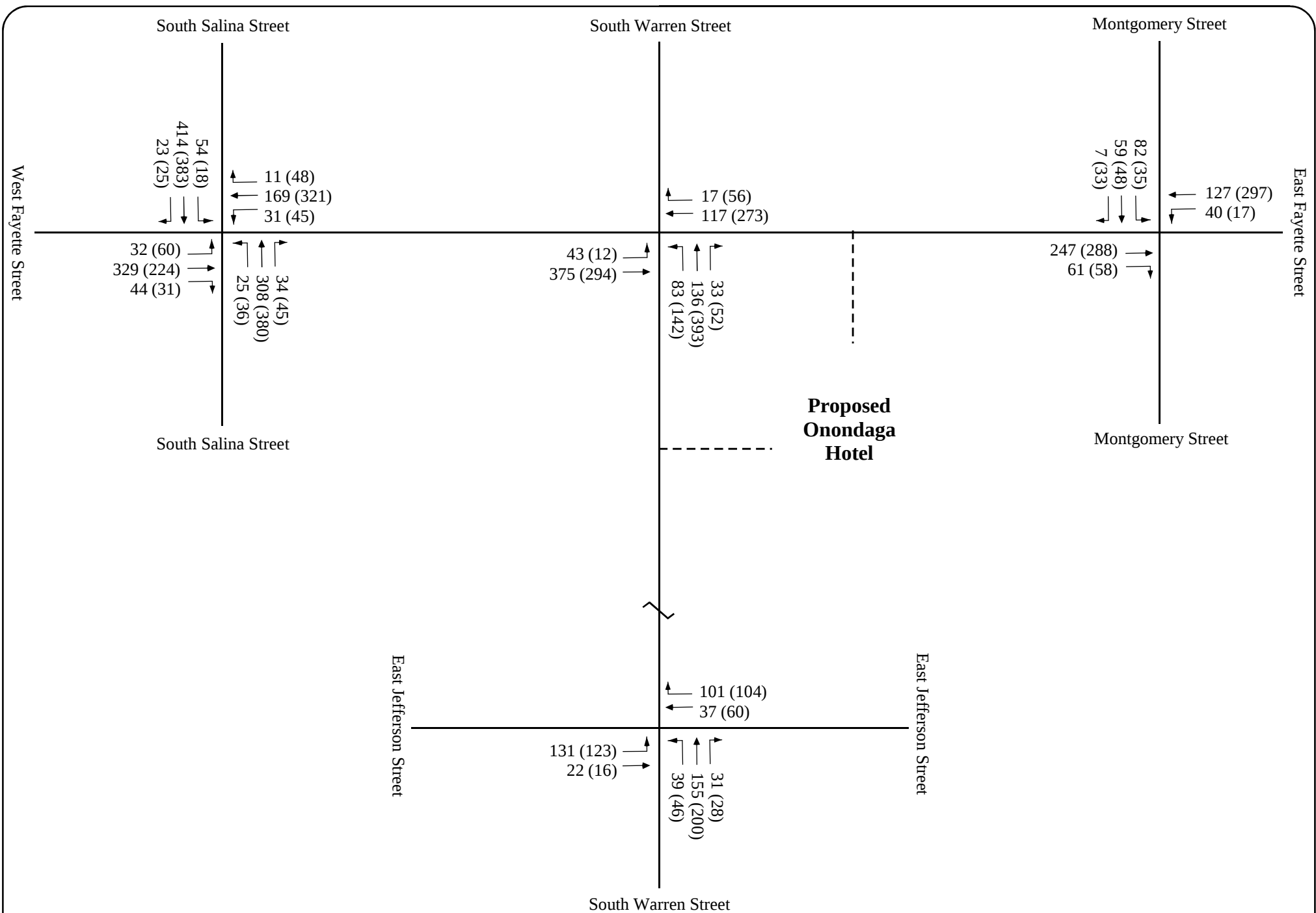
Volume Impacts - I-81 Viaduct Project

Weekday Morning (Weekday Evening) Peak Hour

Figure 3

Not to Scale





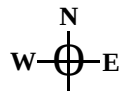
Proposed Onondaga Hotel & Convention Center - 325 South Warren Street - Syracuse, NY

2027 Background Traffic Volumes - With Growth and I-81 Viaduct Project Impacts

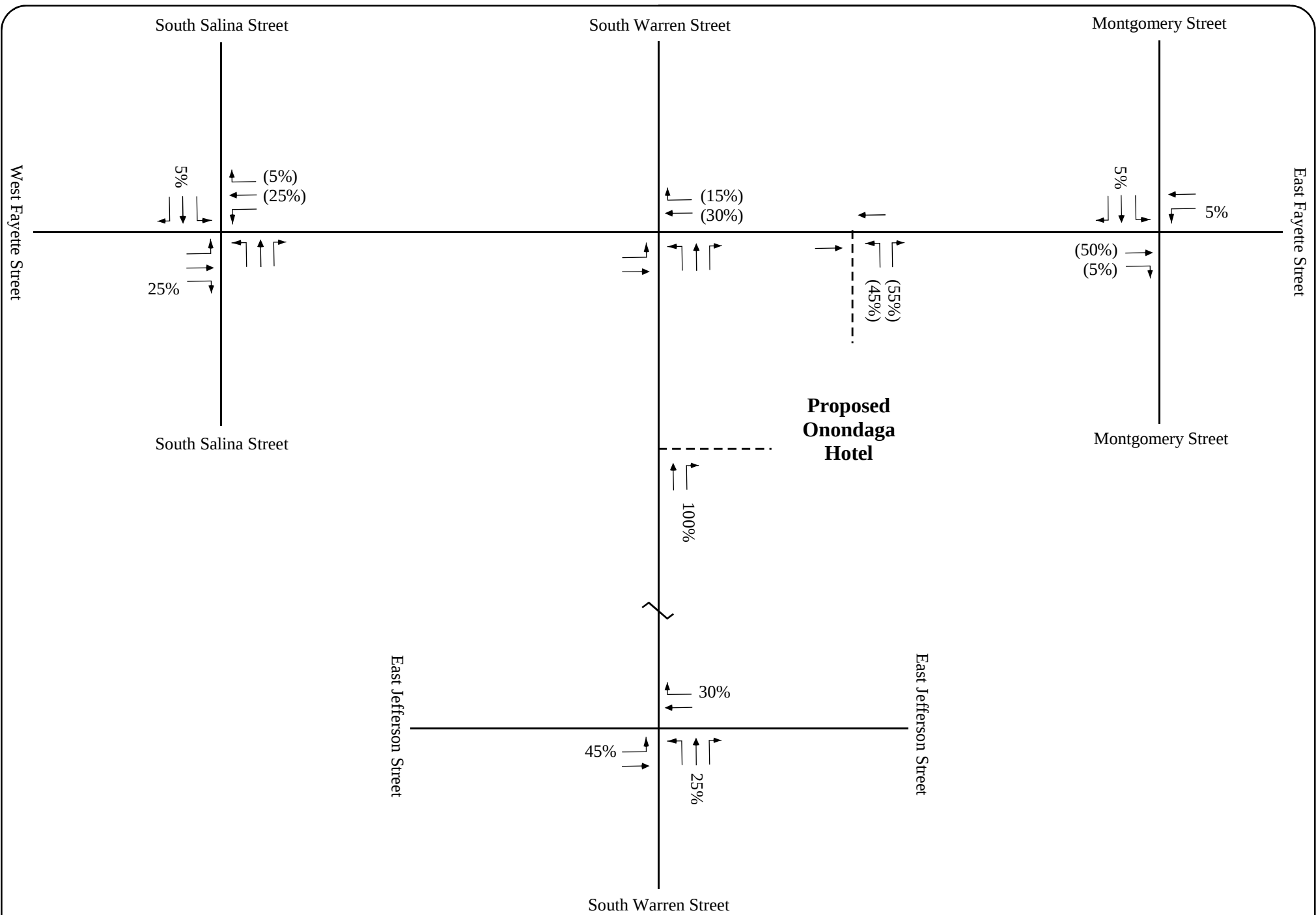
Weekday Morning (Weekday Evening) Peak Hour

Figure 4

Not to Scale



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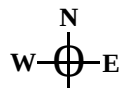
Proposed Onondaga Hotel & Convention Center - 325 South Warren Street - Syracuse, NY

Arrival / Departure Trip Distribution

Entering (Exiting) Trip Percentage

Figure 5

Not to Scale



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Background Traffic Growth Calculations

Proposed Onondaga Hotel & Convention Center, 325 South Warren Street

Historical Traffic Counts Taken from the NYSDOT Traffic Data Viewer Website

East Fayette Street - Between South Salina Street and South Warren Street

2023	2020	2017	2014
7,723 veh	6,188 veh	5,337 veh	5,401 veh
+8.3% per year		+5.3% per year	
		-0.4% per year	
+7.4% per year			
+4.8% per year			

South Salina Street - Between Adams Street and Erie Boulevard

2023	2020	2017	2014
8,175 veh	7,144 veh	8,855 veh	8,814 veh
+4.8% per year		-6.4% per year	
		+0.2% per year	
-1.3% per year			
-0.8% per year			

Use +2.0% Annual Linear Growth for Traffic Projections

Proposed Onondaga Hotel & Convention Center
325 South Warren Street, Syracuse, NY
Trip Generation Estimate

Proposed Development

243 Room - Hotel w/ 6,780 SF Convention Space
4,800 SF - Restaurant 150 seats
5,900 SF - Retail Space

ITE Trip Generation - 11th Edition

Land Use 310 - Hotel

AM Peak Hour	0.46 Trips/Room	56% Enter	44% Exit
PM Peak Hour	0.59 Trips/Room	51% Enter	49% Exit

Land Use 931 - Fine Dining Restaurant

AM Peak Hour	0.02 Trips/Seat	70% Enter*	30% Exit*
PM Peak Hour	0.28 Trips/Seat	67% Enter	33% Exit

* - No Directional Distribution Available - Assume 70% entering/30% exiting

Land Use 822 - Retail Strip Plaza (<40K)

AM Peak Hour	2.36 Trips/1,000 SF	60% Enter	40% Exit
PM Peak Hour	6.59 Trips/1,000 SF	50% Enter	50% Exit

Multi-Use Credit - Assume 25% reduction in restaurant/retail trips generated to account for visitors staying at the hotel

Average Pass-by Percentages

Land Use 934 - Fast Food Restaurant with Drive Through - AM - 50%, PM - 55%, Assume Sat - 50%

Land Use 912 - Drive In Bank - AM - 29%, PM - 35%, Assume Sat - 25%

Land Use 821 - Shopping Plaza - PM Peak - 40%, Assume AM - 10%, Sat - 25%

Pass-by Credits taken after multi-use credit to avoid compounding credits.

All hotel trips assumed to be new trips

Trip Generation Estimate - Proposed Onondaga Hotel & Convention Center

		Morning Peak Hour			Evening Peak Hour		
Development	Size	Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Hotel	243 Rooms	112	63	49	143	73	70
Restaurant	150 Seats	3	2	1	42	28	14
Retail	5,900 SF	<u>14</u>	<u>8</u>	<u>6</u>	<u>39</u>	<u>20</u>	<u>19</u>
Total Individual Trips Generated		129	73	56	224	121	103
Multituse Trips (25% Retail/Restaurant)		<u>-4</u>	<u>-2</u>	<u>-2</u>	<u>-20</u>	<u>-12</u>	<u>-8</u>
Total Trips Generated		124	71	54	204	109	95

Proposed Onondaga Hotel & Convention Center - 325 Warren Street, Syracuse, NY
Accident History Summaries - October 1 2021 Through September 30, 2024

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
1	10/12/2021	Fayette - 50' W of S Salina	Sideswipe	2	PDO	WB Parking / WB Parked	Dry	Driver Inattention
2	11/8/2021	S Salina @ Fayette	Right Angle	2	PDO	WB / NB	Dry	Traffic Control Disregarded
3	11/2/2021	S Salina @ Fayette	Backing	1	PDO	EB Backing / Light Pole	Dry	Backing Unsafely
4	2/13/2022	S Salina @ Fayette	Right Angle	2	PDO	NB / EB	Dry	Traffic Control Disregarded
5	3/7/2022	Jefferson @ Warren	Right Angle	2	INJ	SB (Wrong Way) / WB	Wet	Improper Lane Use
6	4/3/2022	S Salina @ Fayette	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
7	3/29/2022	South Salina - N of Fayette	Backing	2	PDO	SB Backing / NB Parked	Unknown	Backing Unsafely
8	4/1/2022	S Salina @ Fayette	Left Turn	2	PDO	SB Left / NB	Wet	Failure to Yield ROW
9	4/28/2022	Fayette - 35' E of S Salina	Sideswipe	2	PDO	WB / WB Parked	Dry	Failure to Keep Left
10	5/21/2022	Fayette - Near Bank Alley	Sideswipe	2	PDO	WB / WB Parked	Dry	Parked Vehicelc Opened Door
11	5/20/2022	S Salina @ Fayette	Animal	1	PDO	EB / Deer	Dry	Animal's Actions
12	6/8/2022	Jefferson - Near Warren	Sideswipe	2	PDO	WB / WB Parked	Dry	Failure to Keep Left
13	6/22/2022	Jefferson @ Warren	Head On	2	PDO	WB / EB Stopped	Dry	Driver Inattention
14	6/24/2022	Jefferson - 15' W of Montgomery	Right Angle	2	PDO	EB Left / WB Parked	Dry	Improper Lane Use
15	6/29/2022	Parking Garage - 360 S Warren	Fixed Object	1	PDO	WB / Wall	Dry	Animal's Actions
16	7/19/2022	Fayette - W of Salina	Head On	2	INJ	WB / EB	Dry	Failure to Keep Right
17	7/14/2022	S Salina @ Fayette	Rearend	2	PDO	EB / EB Left Stopped	Dry	Following Too Closely
18	6/21/2022	S Salina @ Fayette	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
19	8/19/2022	S Salina @ Fayette	Left Turn	2	PDO	NB Left / SB	Dry	Failure to Yield ROW
20	9/29/2022	Warren - 250' S of Fayette	Right Angle	2	PDO	EB / NB	Dry	Failure to Yield ROW
21	10/7/2022	S Salina @ Fayette	Sideswipe	2	PDO	EB / EB Parked	Dry	Failure to Keep Left
22	10/23/2022	S Salina @ Fayette	Sideswipe	2	PDO	NB / NB Right	Dry	Passing Improper
23	10/21/2022	Warren - 150' S of Fayette	Head On	2	PDO	NB Uturn / NB	Dry	Police Pursuit
24	10/30/2022	S Salina @ Fayette	Right Angle	2	INJ	EB / SB	Dry	Traffic Control Disregarded
25	11/23/2022	Fayette - W of Salina	Backing	2	PDO	EB Backing / WB Parked	Dry	Backing Unsafely
26	12/9/2022	Jefferson @ Warren	Right Angle	2	PDO	NB / EB	Dry	Traffic Control Disregarded
27	12/27/2022	South Salina - 25' S of Fayette	Right Angle	2	PDO	EB Left / NB Parked	Wet	Turning Improper
28	12/28/2022	S Salina @ Fayette	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
29	12/30/2022	Montgomery @ Fayette	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
30	1/3/2023	Fayette - 50' W of Warren	Sideswipe	2	PDO	WB / WB Parked	Wet	Failure to Keep Left
31	1/4/2023	Warren - 50' N of Jefferson	Backing	2	PDO	SB Backing / NB Parked	Wet	Backing Unsafely
32	2/12/2023	S Salina @ Fayette	Rearend	2	PDO	NB Left / SB Right	Dry	Turning Improper
33	3/22/2023	South Salina Near Fayette	Sideswipe	2	PDO	Parking / Passing	Unknown	Passing Improper
34	4/22/2023	S Salina @ Fayette	Rearend	2	PDO	NB / NB Left	Wet	Following Too Closely
35	5/2/2023	Warren - 140' N of Jefferson	Sideswipe	2	PDO	NB / NB Parked	Wet	Failure to Keep Left
36	6/19/2023	Warren - 10' N of Jefferson	Fixed Object	1	PDO	SB Backing / Sign	Dry	Backing Unsafely

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
37	7/2/2023	S Salina @ Fayette	Right Turn	2	PDO	WB Right / NB	Wet	Failure to Yield ROW
38	7/7/2023	Fayette @ Warren	Rearend	2	PDO	NB / NB Right	Unknown	Following Too Closely
39	8/19/2023	S Salina @ Fayette	Rearend	2	PDO	SB / SB Stopped	Dry	Following Too Closely
40	8/30/2023	S Salina @ Fayette	Left Turn	2	INJ	SB Left / NB	Wet	Failure to Yield ROW
41	9/27/2023	S Salina @ Fayette	Rearend	2	INJ	NB / NB Stopped	Dry	Following Too Closely
42	9/30/2023	S Salina @ Fayette	Left Turn	2	PDO	SB Left / NB	Dry	Failure to Yield ROW
43	10/24/2023	Jefferson @ Warren	Fixed Object	1	PDO	EB Left / Sign	Dry	Turning Improper
44	11/1/2023	Jefferson @ Warren	Right Angle	2	PDO	EB / NB	Wet	Traffic Control Disregarded
45	11/10/2023	Fayette - 15' W of Bank Alley	Sideswipe	2	PDO	WB / WB Parked	Dry	Passing Improper
46	11/20/2023	S Salina @ Fayette	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
47	9/25/2023	S Salina @ Fayette	Left Turn	2	PDO	NB Left / SB	Dry	Failure to Yield ROW
48	1/1/2024	Warren - 100' N of Jefferson	Left Turn	2	PDO	EB Left / NB Parked	Dry	Failure to Keep Left
49	12/19/2023	South Salina N of Fayette	Rearend	3	PDO	EB Left / NB Parked (2)	Icy	Turning Improper
50	10/30/2023	South Salina - S of Fayette	Sideswipe	2	PDO	SB / SB Parked	Dry	Failure to Keep Left
51	5/13/2024	Fayette - E of S Salina	Sideswipe	2	PDO	EB / EB Parked	Dry	Failure to Keep Left
52	5/16/2024	Fayette - 25' E of S Salina	Sideswipe	2	PDO	WB / WB Parked	Dry	Failure to Keep Left
53	3/6/2024	Jefferson - 50' E of Warren	Rearend	3	PDO	EB / EB Parked (2)	Wet	Failure to Keep Left
54	9/15/2024	S Salina @ Fayette	Right Angle	2	PDO	EB / NB	Dry	Traffic Control Disregarded
55	9/14/2024	S Salina @ Fayette	Left Turn	2	FAT	NB Left / SB Dirt Bike	Dry	Unsafe Speed
56	9/27/2024	Fayette Midblock	Sideswipe	2	PDO	WB / WB Parked	Dry	Failure to Keep Left
57	9/21/2025	S Salina @ Fayette	Left Turn	2	PDO	EB Left / SB Stopped	Dry	Turning Improper

South Salina @ Fayette - 25 Accidents

9 - Rearend Accidents
7 - Left Turn Accidents
4 - Right Angle Accidents
2 - Sideswipe Accidents
1 - Right Turn Accident
1 - Backing Accident
1 - Animal Related Accident

Midblock Fayette - 10 Accidents

8 - Sideswipe Accidents
1 - Head On Accident
1 - Backing Accident

Warren @ Jefferson - 5 Accidents

3 - Right Angle Accidents
1 - Fixed Object Accident
1 - Head On Accident

Midblock Warren - 6 Accidents

1 - Left Turn Accident
1 - Right Angle Accident
1 - Backing Accident
1 - Fixed Object Accident
1 - Head On Accident
1 - Sideswipe Accident

Midblock Jefferson - 3 Accidents

1 - Rearend Accident
1 - Right Angle Accident
1 - Sideswipe Accident

Fayette @ Warren - 1 Accident

1 - Left Turn Accident

Fayette @ Montgomery - 1 Accident

1 - Rearend Turn Accident

Midblock South Salina - 5 Accidents

2 - Sideswipe Accidents
1 - Right Angle Accident
1 - Rearend Accident
1 - Backing Accident

1 Parking Garage Accident included in data

South Salina @ Fayette Intersection - Evening Peak Hour - 643 Vehicles EW, 690 NS. Assumed PM Peak is 9% of AADT, AADT = 7144 Vehicles EW, 7667 NS
 Warren @ Jefferson Intersection - Evening Peak Hour - 264 Vehicles EW, 216 NS. Assumed PM Peak is 9% of AADT, AADT = 2933 Vehicles EW, 2400 NS
 Fayette @ Warren Intersection - Evening Peak Hour - 615 Vehicles EW, 446 NS. Assumed PM Peak is 9% of AADT, AADT = 6833 Vehicles EW, 4956 NS
 Fayette @ Montgomery Intersection - Evening Peak Hour - 624 Vehicles EW, 106 NS. Assumed PM Peak is 9% of AADT, AADT = 6933 Vehicles EW, 1178 NS

Fayette Street - Between Salina and Warren - AADT = 7723

South Salina Street - Between Adams and Erie - AADT = 8175

Warren Street - Between Jefferson and Fayette - Evening Peak Hour - 446 Vehicles NS. Assumed PM Peak is 9% of AADT, AADT = 4956 NS

Jefferson Street - Between Warren and Montgomery - Evening Peak Hour - 219 Vehicles EW. Assumed PM Peak is 9% of AADT, AADT = 2433 EW

Intersection Accident Severity

South Salina @ Fayette - 25 Accidents

20 Property Damage Only Accidents

4 Injury Accidents / 1 Fatality Accident

Higher Accident Location

NYSDOT Safety Performance Function = 3.40 Accidents/Year

NYSDOT Safety Performance Function = 1.39 Accidents/Year

Calculated Rate = 6.66 Accidents/Year

Calculated Rate = 1.66 Accidents/Year

Warren @ Jefferson - 5 Accidents

4 Property Damage Only Accidents

1 Injury Accidents / 0 Fatality Accidents

Not a Severe Accident Location

NYSDOT Safety Performance Function = 1.24 Accidents/Year

NYSDOT Safety Performance Function = 0.63 Accidents/Year

Calculated Rate = 1.33 Accidents/Year

Calculated Rate = 0.33 Accidents/Year

Fayette @ Warren - 1 Accident

1 Property Damage Only Accidents

0 Injury Accident / 0 Fatality Accidents

Not a Severe Accident Location

NYSDOT Safety Performance Function = 2.71 Accidents/Year

NYSDOT Safety Performance Function = 1.10 Accidents/Year

Calculated Rate = 0.33 Accidents/Year

Calculated Rate = 0.00 Accidents/Year

Fayette @ Montgomery - 1 Accident

1 Property Damage Only Accident

0 Injury Accidents / 0 Fatality Accidents

Not a Severe Accident Location

NYSDOT Safety Performance Function = 1.43 Accidents/Year

NYSDOT Safety Performance Function = 0.57 Accidents/Year

Calculated Rate = 0.33 Accidents/Year

Calculated Rate = 0.00 Accidents/Year

Link Accident Severity

Midblock Warren - 6 Accidents

6 Property Damage Only Accidents

0 Injury Accidents / 0 Fatality Accidents

Not a Severe Accident Location

NYSDOT Safety Performance Function = 5.34 Accidents/Year

NYSDOT Safety Performance Function = 0.61 Accidents/Year

Calculated Rate = 2.00 Accidents/Year

Calculated Rate = 0.00 Accidents/Year

Midblock South Salina - 5 Accidents

5 Property Damage Only Accidents

0 Injury Accidents / 0 Fatality Accidents

Not a Severe Accident Location

NYSDOT Safety Performance Function = 4.79 Accidents/Year

NYSDOT Safety Performance Function = 0.33 Accidents/Year

Calculated Rate = 1.66 Accidents/Year

Calculated Rate = 0.00 Accidents/Year

Midblock Fayette - 10 Accidents

9 Property Damage Only Accidents

1 Injury Accidents / 0 Fatality Accidents

Not a Severe Accident Location

NYSDOT Safety Performance Function = 4.79 Accidents/Year

NYSDOT Safety Performance Function = 0.33 Accidents/Year

Calculated Rate = 3.00 Accidents/Year

Calculated Rate = 0.33 Accidents/Year

Midblock Jefferson - 3 Accidents

3 Property Damage Only Accidents

0 Injury Accidents / 0 Fatality Accidents

Not a Severe Accident Location

NYSDOT Safety Performance Function = 4.79 Accidents/Year

NYSDOT Safety Performance Function = 0.33 Accidents/Year

Calculated Rate = 1.00 Accidents/Year

Calculated Rate = 0.00 Accidents/Year

Hourly Direction Report NYSDOT_SC 334032000000 Tuesday, August 30, 2022 to Wednesday, August 31, 2022

Site Name 334032
Site ID 334032000000
Description EAST FAYETTE ST from SOUTH SALINA S to S WARREN ST
Region 3
County Onondaga
DOTID 134833
County Order 1

Exclude data: None

Time	EB	WB	Total
00:00:00	24	24	48
01:00:00	15	12	28
02:00:00	10	7	16
03:00:00	4	6	10
04:00:00	5	4	10
05:00:00	36	11	47
06:00:00	118	46	165
07:00:00	290	98	387
08:00:00	320	166	486
09:00:00	202	171	374
10:00:00	156	170	326
11:00:00	188	214	402
12:00:00	213	230	444
13:00:00	237	206	442
14:00:00	192	224	416
15:00:00	206	256	462
16:00:00	198	335	532
17:00:00	170	276	446
18:00:00	160	203	363
19:00:00	118	160	278
20:00:00	100	109	210
21:00:00	84	82	167
22:00:00	52	39	91
23:00:00	31	46	78
7am-7pm	2534	2547	5081
6am-10pm	2955	2945	5900
6am-12am	3038	3030	6068
12am-12am	3132	3096	6227
am Peak	8:00:00	11:00:00	8:00:00
Peak Volume	320	214	486
pm Peak	13:00:00	16:00:00	16:00:00
Peak Volume	237	335	532

Hourly Direction Report NYSDOT_SC 332090000000 Wednesday, August 23, 2023 to Thursday, August 24, 2023

Site Name 332090
Site ID 332090000000
Description SOUTH SALINA ST from ADAM ST to ERIE BLVD E
Region 3
County Onondaga
DOTID 273785
County Order 1

Exclude data: None

Time	NB	SB	Total
00:00:00	44	47	90
01:00:00	34	31	66
02:00:00	18	20	38
03:00:00	15	12	26
04:00:00	14	18	33
05:00:00	48	44	92
06:00:00	75	176	252
07:00:00	162	275	438
08:00:00	206	317	522
09:00:00	240	287	526
10:00:00	255	266	521
11:00:00	287	294	580
12:00:00	292	288	581
13:00:00	308	310	618
14:00:00	312	308	620
15:00:00	322	312	635
16:00:00	340	296	635
17:00:00	319	278	596
18:00:00	242	256	498
19:00:00	244	208	452
20:00:00	194	186	380
21:00:00	165	136	302
22:00:00	123	111	234
23:00:00	156	94	250
7am-7pm	3285	3488	6772
6am-10pm	3964	4194	8158
6am-12am	4242	4400	8642
12am-12am	4416	4572	8988
am Peak	11:00:00	8:00:00	11:00:00
Peak Volume	287	317	580
pm Peak	16:00:00	15:00:00	15:00:00
Peak Volume	340	312	635

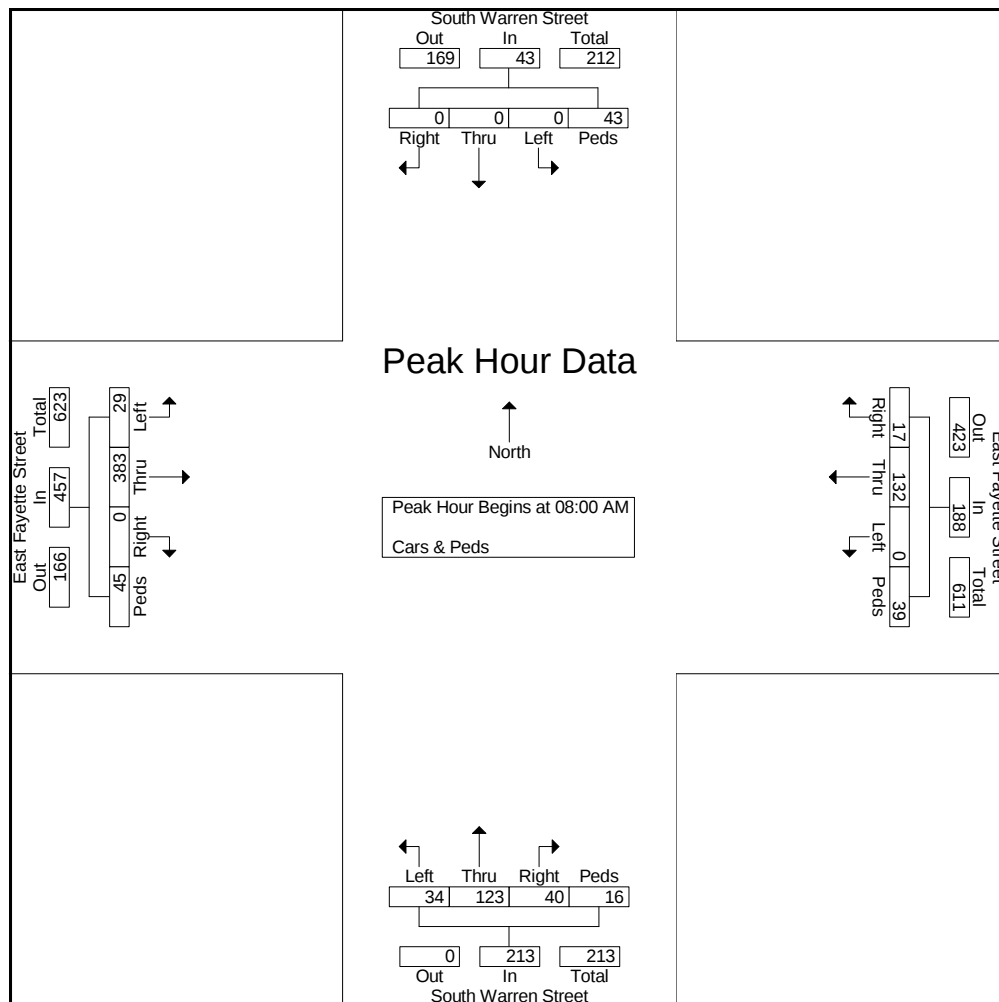
File Name : Warren @ Fayette
 Site Code : 00000001
 Start Date : 5/13/2025
 Page No : 1

Groups Printed- Cars & Peds

	South Warren Street Southbound				East Fayette Street Westbound				South Warren Street Northbound				East Fayette Street Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	0	1	1	5	0	0	6	6	1	0	0	40	2	2	64
07:15 AM	0	0	0	6	2	17	0	6	2	15	4	3	0	62	3	6	126
07:30 AM	0	0	0	7	3	29	0	8	12	24	7	4	0	59	7	6	166
07:45 AM	0	0	0	3	5	25	0	6	8	28	4	0	0	94	5	12	190
Total	0	0	0	17	11	76	0	20	28	73	16	7	0	255	17	26	546
08:00 AM	0	0	0	7	3	29	0	4	6	35	9	2	0	94	11	8	208
08:15 AM	0	0	0	10	3	38	0	14	10	27	6	7	0	106	6	4	231
08:30 AM	0	0	0	16	5	34	0	12	13	29	13	3	0	103	8	20	256
08:45 AM	0	0	0	10	6	31	0	9	11	32	6	4	0	80	4	13	206
Total	0	0	0	43	17	132	0	39	40	123	34	16	0	383	29	45	901
04:00 PM	0	0	0	10	16	88	0	4	15	52	15	1	1	71	11	12	296
04:15 PM	0	0	0	5	10	70	0	5	26	48	8	2	0	59	6	8	247
04:30 PM	0	0	0	10	18	88	0	15	14	100	15	4	0	63	7	13	347
04:45 PM	0	0	0	10	8	85	0	9	12	72	11	1	0	55	12	12	287
Total	0	0	0	35	52	331	0	33	67	272	49	8	1	248	36	45	1177
05:00 PM	0	0	0	7	11	61	0	14	26	99	19	4	0	57	5	17	320
05:15 PM	0	0	0	5	18	59	0	3	12	54	12	9	0	59	8	10	249
05:30 PM	0	0	0	12	10	50	0	6	15	42	5	7	0	48	5	8	208
05:45 PM	0	0	0	2	4	42	0	5	6	33	4	6	0	44	3	3	152
Total	0	0	0	26	43	212	0	28	59	228	40	26	0	208	21	38	929
Grand Total	0	0	0	121	123	751	0	120	194	696	139	57	1	1094	103	154	3553
Apprch %	0	0	0	100	12.4	75.6	0	12.1	17.9	64.1	12.8	5.2	0.1	80.9	7.6	11.4	
Total %	0	0	0	3.4	3.5	21.1	0	3.4	5.5	19.6	3.9	1.6	0	30.8	2.9	4.3	

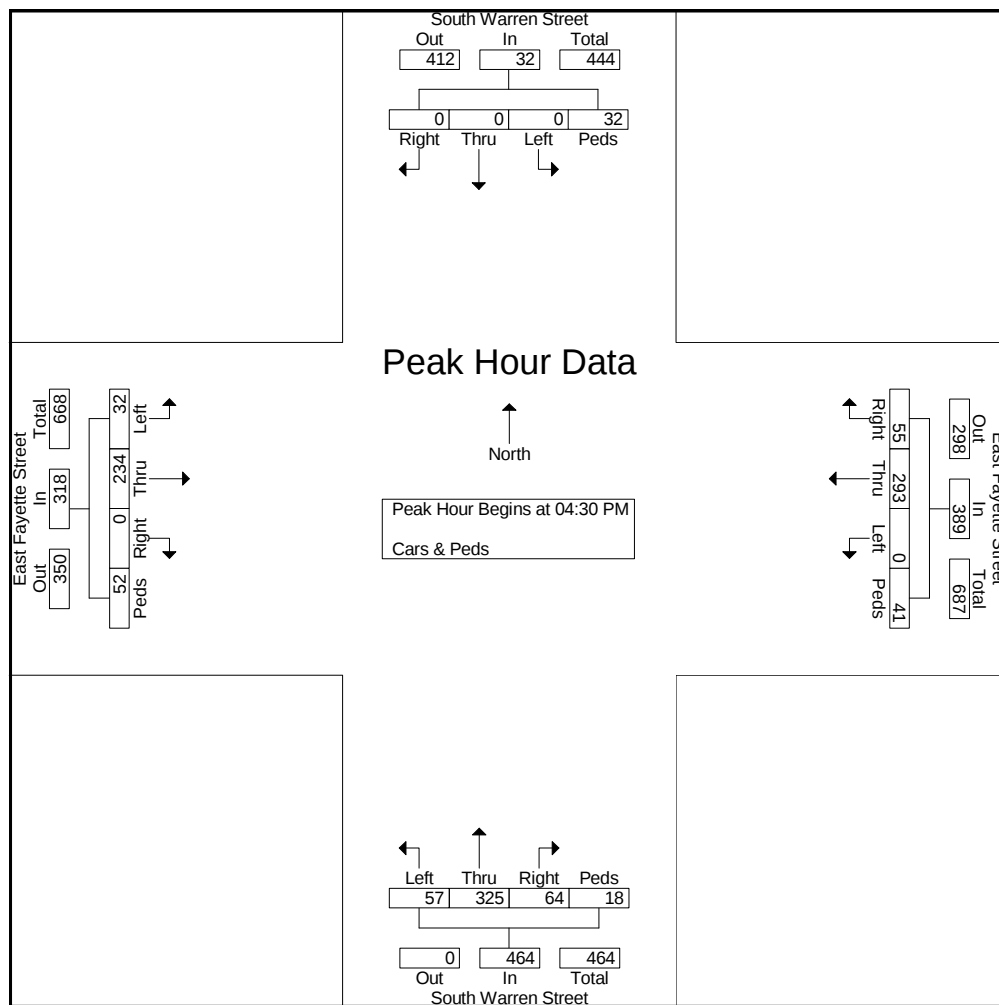
File Name : Warren @ Fayette
 Site Code : 00000001
 Start Date : 5/13/2025
 Page No : 2

	South Warren Street Southbound					East Fayette Street Westbound					South Warren Street Northbound					East Fayette Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	7	7	3	29	0	4	36	6	35	9	2	52	0	94	11	8	113	208
08:15 AM	0	0	0	10	10	3	38	0	14	55	10	27	6	7	50	0	106	6	4	116	231
08:30 AM	0	0	0	16	16	5	34	0	12	51	13	29	13	3	58	0	103	8	20	131	256
08:45 AM	0	0	0	10	10	6	31	0	9	46	11	32	6	4	53	0	80	4	13	97	206
Total Volume	0	0	0	43	43	17	132	0	39	188	40	123	34	16	213	0	383	29	45	457	901
% App. Total	0	0	0	100		9	70.2	0	20.7		18.8	57.7	16	7.5		0	83.8	6.3	9.8		
PHF	.000	.000	.000	.672	.672	.708	.868	.000	.696	.855	.769	.879	.654	.571	.918	.000	.903	.659	.563	.872	.880



File Name : Warren @ Fayette
 Site Code : 00000001
 Start Date : 5/13/2025
 Page No : 3

	South Warren Street Southbound					East Fayette Street Westbound					South Warren Street Northbound					East Fayette Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	10	10	18	88	0	15	121	14	100	15	4	133	0	63	7	13	83	347
04:45 PM	0	0	0	10	10	8	85	0	9	102	12	72	11	1	96	0	55	12	12	79	287
05:00 PM	0	0	0	7	7	11	61	0	14	86	26	99	19	4	148	0	57	5	17	79	320
05:15 PM	0	0	0	5	5	18	59	0	3	80	12	54	12	9	87	0	59	8	10	77	249
Total Volume	0	0	0	32	32	55	293	0	41	389	64	325	57	18	464	0	234	32	52	318	1203
% App. Total	0	0	0	100		14.1	75.3	0	10.5		13.8	70	12.3	3.9		0	73.6	10.1	16.4		
PHF	.000	.000	.000	.800	.800	.764	.832	.000	.683	.804	.615	.813	.750	.500	.784	.000	.929	.667	.765	.958	.867



Page No : 1

Groups Printed- HV

	South Warren Street Southbound				East Fayette Street Westbound				South Warren Street Northbound				East Fayette Street Eastbound				
Start Time	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Int. Total

Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %																		

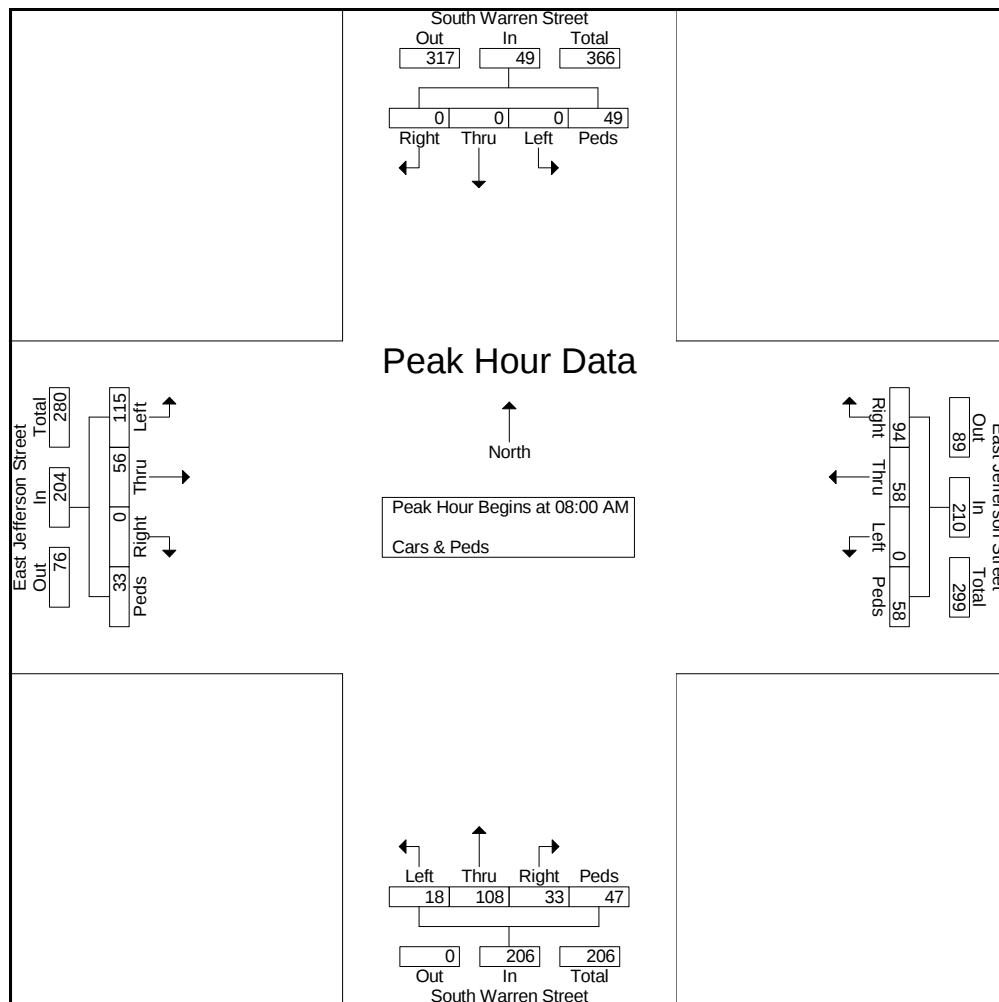
File Name : Jefferson @ Warren
 Site Code : 00000002
 Start Date : 5/13/2025
 Page No : 1

Groups Printed- Cars & Peds

	South Warren Street Southbound				East Jefferson Street Westbound				South Warren Street Northbound				East Jefferson Street Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	0	19	9	7	0	7	5	19	2	0	0	4	5	3	80
07:15 AM	0	0	0	13	7	13	0	8	2	19	5	3	0	8	8	7	93
07:30 AM	0	0	0	10	17	9	0	15	6	34	4	6	0	12	16	8	137
07:45 AM	0	0	0	5	20	13	0	10	10	20	2	4	0	13	22	6	125
Total	0	0	0	47	53	42	0	40	23	92	13	13	0	37	51	24	435
08:00 AM	0	0	0	11	17	16	0	8	8	27	7	7	0	16	18	5	140
08:15 AM	0	0	0	15	22	11	0	20	2	20	1	15	0	16	29	9	160
08:30 AM	0	0	0	13	28	12	0	9	11	39	6	8	0	14	33	9	182
08:45 AM	0	0	0	10	27	19	0	21	12	22	4	17	0	10	35	10	187
Total	0	0	0	49	94	58	0	58	33	108	18	47	0	56	115	33	669
04:00 PM	0	0	0	5	13	26	0	8	6	48	7	5	0	19	12	2	151
04:15 PM	0	0	0	11	15	14	0	16	6	31	5	13	0	13	11	7	142
04:30 PM	0	0	0	14	20	22	0	16	5	58	8	2	0	12	16	5	178
04:45 PM	0	0	0	16	11	22	0	7	4	41	4	4	0	8	15	6	138
Total	0	0	0	46	59	84	0	47	21	178	24	24	0	52	54	20	609
05:00 PM	0	0	0	10	11	28	0	15	7	45	12	9	0	13	20	10	180
05:15 PM	0	0	0	11	13	27	0	12	0	31	1	6	0	16	10	6	133
05:30 PM	0	0	0	7	11	11	0	2	3	27	6	6	0	14	14	4	105
05:45 PM	0	0	0	13	12	19	0	5	2	22	0	1	0	13	12	3	102
Total	0	0	0	41	47	85	0	34	12	125	19	22	0	56	56	23	520
Grand Total	0	0	0	183	253	269	0	179	89	503	74	106	0	201	276	100	2233
Apprch %	0	0	0	100	36.1	38.4	0	25.5	11.5	65.2	9.6	13.7	0	34.8	47.8	17.3	
Total %	0	0	0	8.2	11.3	12	0	8	4	22.5	3.3	4.7	0	9	12.4	4.5	

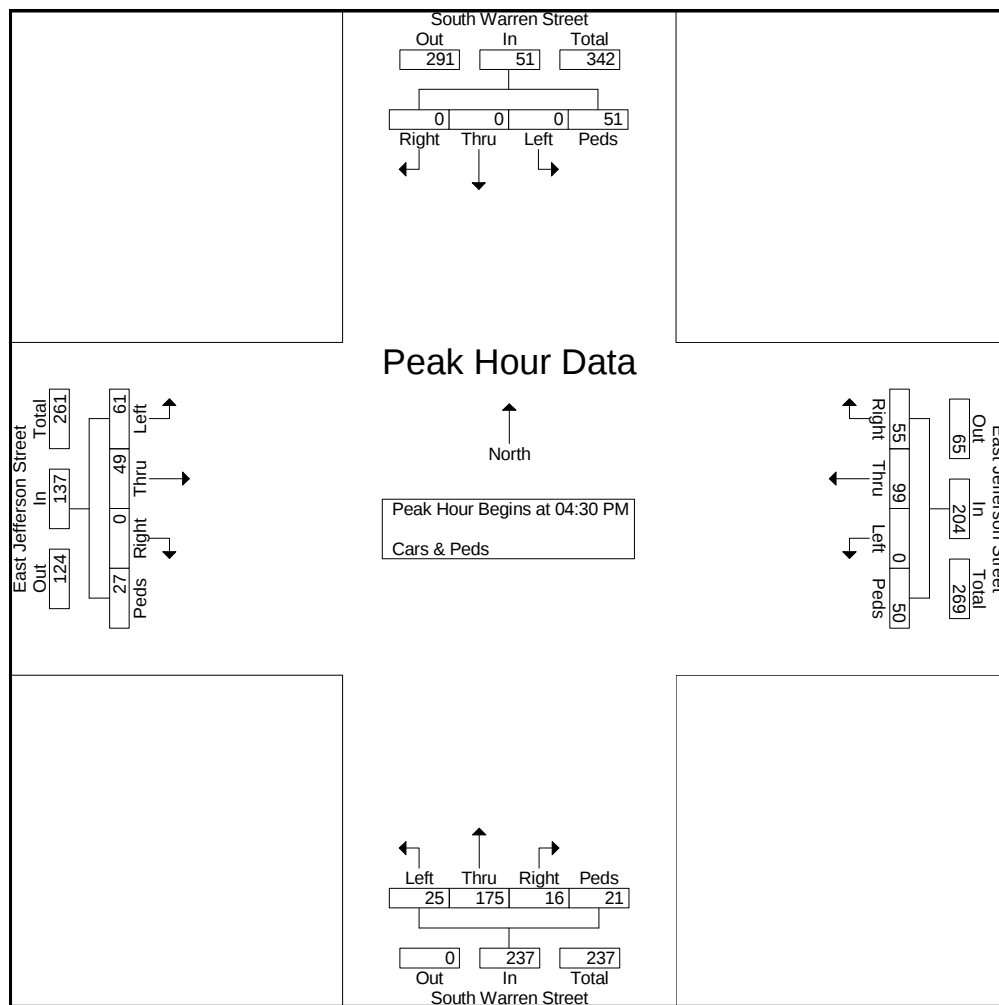
File Name : Jefferson @ Warren
 Site Code : 00000002
 Start Date : 5/13/2025
 Page No : 2

	South Warren Street Southbound					East Jefferson Street Westbound					South Warren Street Northbound					East Jefferson Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	11	11	17	16	0	8	41	8	27	7	7	49	0	16	18	5	39	140
08:15 AM	0	0	0	15	15	22	11	0	20	53	2	20	1	15	38	0	16	29	9	54	160
08:30 AM	0	0	0	13	13	28	12	0	9	49	11	39	6	8	64	0	14	33	9	56	182
08:45 AM	0	0	0	10	10	27	19	0	21	67	12	22	4	17	55	0	10	35	10	55	187
Total Volume	0	0	0	49	49	94	58	0	58	210	33	108	18	47	206	0	56	115	33	204	669
% App. Total	0	0	0	100		44.8	27.6	0	27.6		16	52.4	8.7	22.8		0	27.5	56.4	16.2		
PHF	.000	.000	.000	.817	.817	.839	.763	.000	.690	.784	.688	.692	.643	.691	.805	.000	.875	.821	.825	.911	.894



File Name : Jefferson @ Warren
 Site Code : 00000002
 Start Date : 5/13/2025
 Page No : 3

	South Warren Street Southbound					East Jefferson Street Westbound					South Warren Street Northbound					East Jefferson Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	14	14	20	22	0	16	58	5	58	8	2	73	0	12	16	5	33	178
04:45 PM	0	0	0	16	16	11	22	0	7	40	4	41	4	4	53	0	8	15	6	29	138
05:00 PM	0	0	0	10	10	11	28	0	15	54	7	45	12	9	73	0	13	20	10	43	180
05:15 PM	0	0	0	11	11	13	27	0	12	52	0	31	1	6	38	0	16	10	6	32	133
Total Volume	0	0	0	51	51	55	99	0	50	204	16	175	25	21	237	0	49	61	27	137	629
% App. Total	0	0	0	100		27	48.5	0	24.5		6.8	73.8	10.5	8.9		0	35.8	44.5	19.7		
PHF	.000	.000	.000	.797	.797	.688	.884	.000	.781	.879	.571	.754	.521	.583	.812	.000	.766	.763	.675	.797	.874



File Name : Jefferson @ Warren
 Site Code : 00000002
 Start Date : 5/13/2025
 Page No : 1

Groups Printed- HV

	South Warren Street Southbound				East Jefferson Street Westbound				South Warren Street Northbound				East Jefferson Street Eastbound				
Start Time	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	5
Grand Total	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	7	12
Apprch %	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	0	0	25	0	0	0	16.7	0	0	0	58.3	

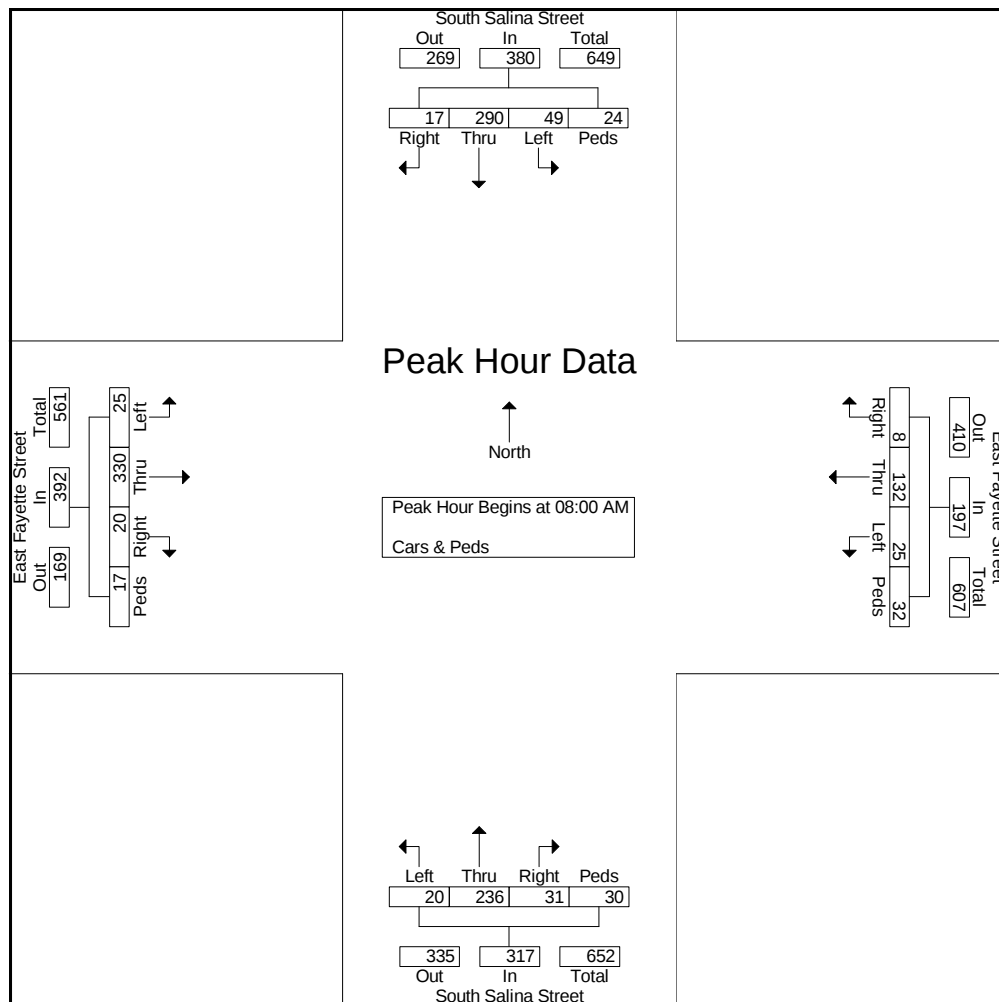
File Name : Salina @ Fayette
 Site Code : 00000003
 Start Date : 5/13/2025
 Page No : 1

Groups Printed- Cars & Peds

	South Salina Street Southbound				East Fayette Street Westbound				South Salina Street Northbound				East Fayette Street Eastbound				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	2	55	9	7	1	11	2	5	4	46	2	6	4	55	1	3	213
07:15 AM	1	73	11	2	3	17	3	13	7	44	3	7	6	41	3	1	235
07:30 AM	2	61	8	1	6	23	3	4	11	52	2	4	2	75	3	8	265
07:45 AM	2	76	8	5	4	28	4	13	6	60	2	4	10	99	7	9	337
Total	7	265	36	15	14	79	12	35	28	202	9	21	22	270	14	21	1050
08:00 AM	5	72	11	2	3	35	5	7	8	64	6	5	5	105	6	3	342
08:15 AM	5	66	18	12	1	26	8	10	12	58	3	8	3	83	5	3	321
08:30 AM	3	74	9	6	2	36	4	11	5	53	8	12	8	76	6	6	319
08:45 AM	4	78	11	4	2	35	8	4	6	61	3	5	4	66	8	5	304
Total	17	290	49	24	8	132	25	32	31	236	20	30	20	330	25	17	1286
04:00 PM	5	95	3	6	10	53	8	8	6	82	4	4	15	75	15	0	389
04:15 PM	3	75	9	5	5	81	10	4	14	88	4	6	2	45	14	4	369
04:30 PM	4	63	3	10	7	73	10	9	11	93	6	9	8	44	7	7	364
04:45 PM	4	58	6	7	8	81	8	9	8	79	11	12	5	55	13	7	371
Total	16	291	21	28	30	288	36	30	39	342	25	31	30	219	49	18	1493
05:00 PM	4	71	5	21	8	62	7	25	9	80	5	9	5	59	14	3	387
05:15 PM	4	74	1	9	7	71	13	13	8	73	10	14	8	58	17	5	385
05:30 PM	3	63	8	5	6	43	4	10	8	75	9	18	4	40	7	4	307
05:45 PM	4	65	4	15	1	51	10	5	4	50	6	12	10	41	11	9	298
Total	15	273	18	50	22	227	34	53	29	278	30	53	27	198	49	21	1377
Grand Total	55	1119	124	117	74	726	107	150	127	1058	84	135	99	1017	137	77	5206
Apprch %	3.9	79.1	8.8	8.3	7	68.7	10.1	14.2	9	75.4	6	9.6	7.4	76.5	10.3	5.8	
Total %	1.1	21.5	2.4	2.2	1.4	13.9	2.1	2.9	2.4	20.3	1.6	2.6	1.9	19.5	2.6	1.5	

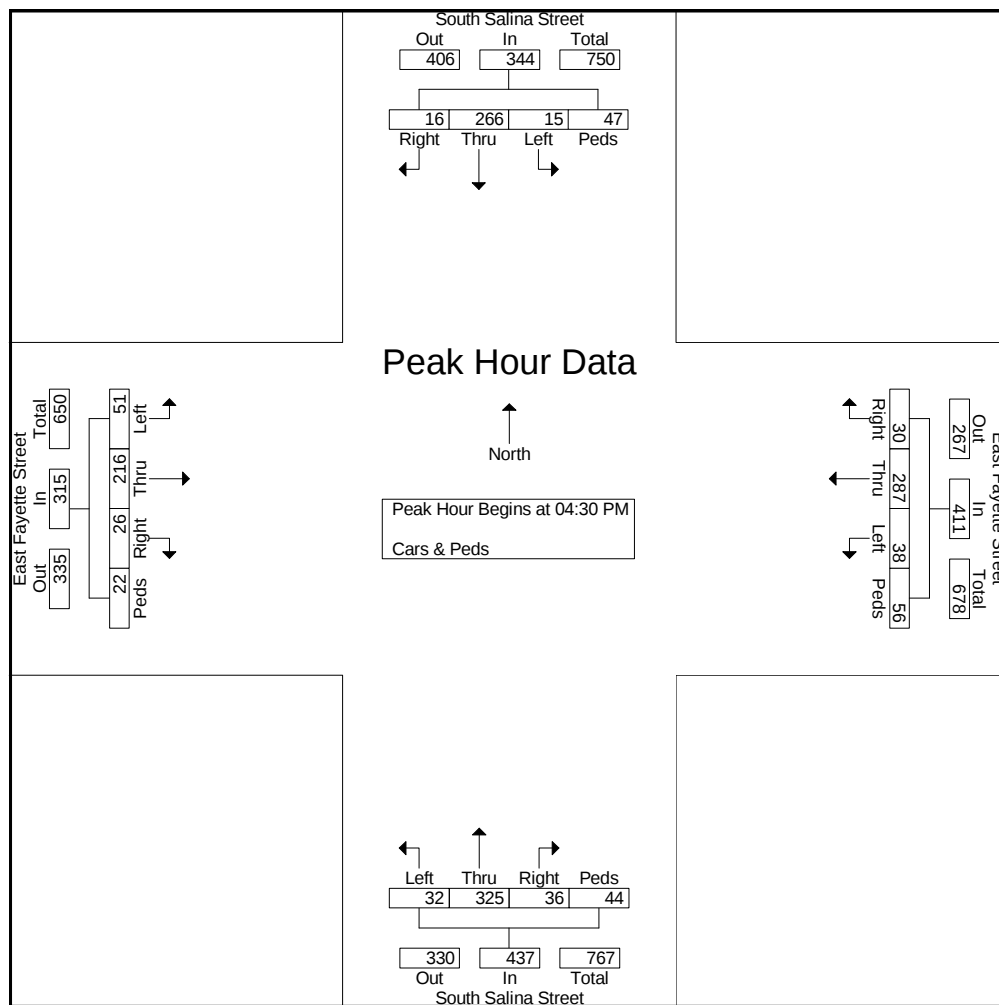
File Name : Salina @ Fayette
 Site Code : 00000003
 Start Date : 5/13/2025
 Page No : 2

	South Salina Street Southbound					East Fayette Street Westbound					South Salina Street Northbound					East Fayette Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	5	72	11	2	90	3	35	5	7	50	8	64	6	5	83	5	105	6	3	119	342
08:15 AM	5	66	18	12	101	1	26	8	10	45	12	58	3	8	81	3	83	5	3	94	321
08:30 AM	3	74	9	6	92	2	36	4	11	53	5	53	8	12	78	8	76	6	6	96	319
08:45 AM	4	78	11	4	97	2	35	8	4	49	6	61	3	5	75	4	66	8	5	83	304
Total Volume	17	290	49	24	380	8	132	25	32	197	31	236	20	30	317	20	330	25	17	392	1286
% App. Total	4.5	76.3	12.9	6.3		4.1	67	12.7	16.2		9.8	74.4	6.3	9.5		5.1	84.2	6.4	4.3		
PHF	.850	.929	.681	.500	.941	.667	.917	.781	.727	.929	.646	.922	.625	.625	.955	.625	.786	.781	.708	.824	.940



File Name : Salina @ Fayette
 Site Code : 00000003
 Start Date : 5/13/2025
 Page No : 3

	South Salina Street Southbound					East Fayette Street Westbound					South Salina Street Northbound					East Fayette Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	63	3	10	80	7	73	10	9	99	11	93	6	9	119	8	44	7	7	66	364
04:45 PM	4	58	6	7	75	8	81	8	9	106	8	79	11	12	110	5	55	13	7	80	371
05:00 PM	4	71	5	21	101	8	62	7	25	102	9	80	5	9	103	5	59	14	3	81	387
05:15 PM	4	74	1	9	88	7	71	13	13	104	8	73	10	14	105	8	58	17	5	88	385
Total Volume	16	266	15	47	344	30	287	38	56	411	36	325	32	44	437	26	216	51	22	315	1507
% App. Total	4.7	77.3	4.4	13.7		7.3	69.8	9.2	13.6		8.2	74.4	7.3	10.1		8.3	68.6	16.2	7		
PHF	1.00	.899	.625	.560	.851	.938	.886	.731	.560	.969	.818	.874	.727	.786	.918	.813	.915	.750	.786	.895	.974



File Name : Salina @ Fayette
 Site Code : 00000003
 Start Date : 5/13/2025
 Page No : 1

Groups Printed- HV

	South Salina Street Southbound				East Fayette Street Westbound				South Salina Street Northbound				East Fayette Street Eastbound				Int. Total
Start Time	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	
07:00 AM	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	1	5
07:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	5
07:30 AM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	4	7
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	7
Total	0	0	0	5	0	0	0	2	0	0	0	2	0	0	0	15	24
08:00 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	6
08:15 AM	0	0	0	3	0	0	0	3	0	0	0	2	0	0	0	3	11
08:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	5
08:45 AM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	6	10
Total	0	0	0	7	0	0	0	5	0	0	0	6	0	0	0	14	32
04:00 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3	6
04:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	6
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	6	15
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
Grand Total	0	0	0	15	0	0	0	11	0	0	0	12	0	0	0	36	74
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	
Total %	0	0	0	20.3	0	0	0	14.9	0	0	0	16.2	0	0	0	48.6	

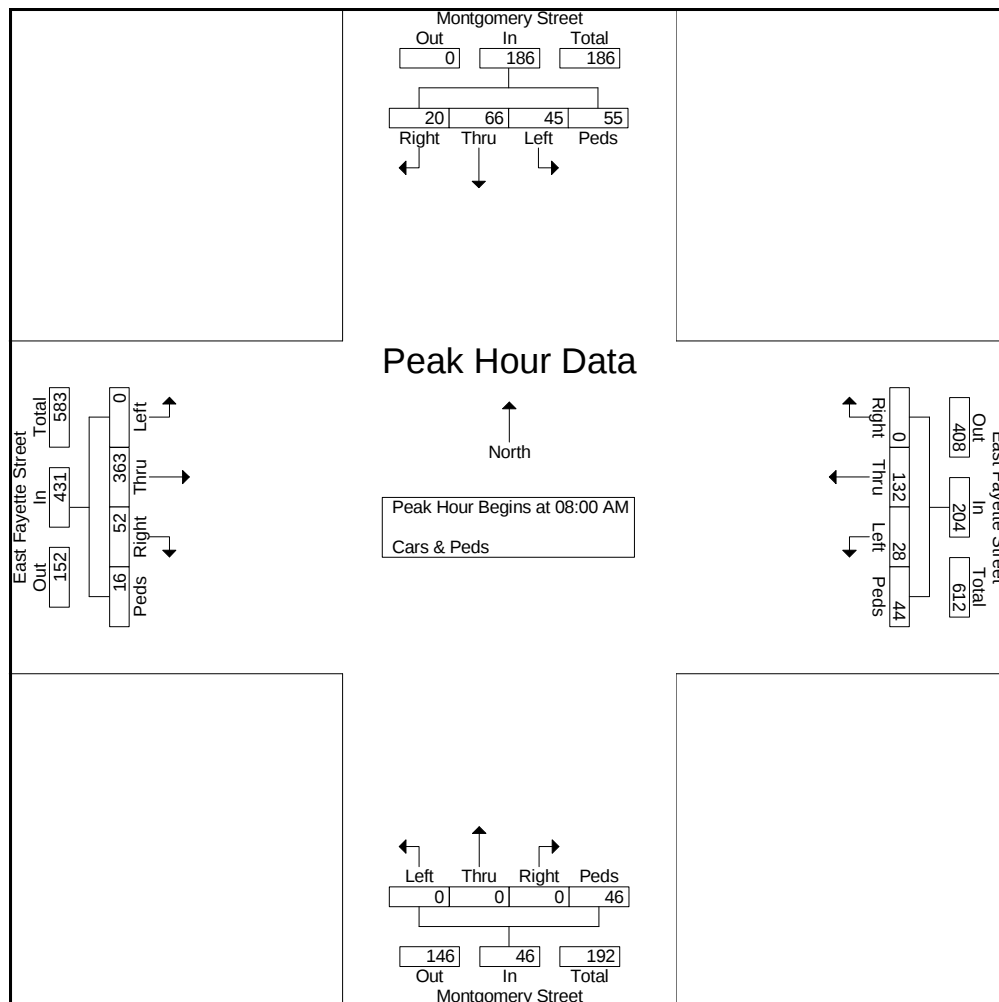
File Name : Montgomery @ Fayette
 Site Code : 00000004
 Start Date : 5/13/2025
 Page No : 1

Groups Printed- Cars & Peds

	Montgomery Street Southbound				East Fayette Street Westbound				Montgomery Street Northbound				East Fayette Street Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	2	7	4	3	0	14	1	8	0	0	0	5	14	63	0	3	124
07:15 AM	4	17	8	4	1	19	5	2	0	0	0	5	14	50	0	2	131
07:30 AM	4	16	5	3	0	28	4	6	0	0	0	5	11	82	0	3	167
07:45 AM	2	22	7	11	0	33	6	7	0	0	0	6	16	86	0	5	201
Total	12	62	24	21	1	94	16	23	0	0	0	21	55	281	0	13	623
08:00 AM	7	16	12	11	0	32	6	7	0	0	0	6	8	112	0	3	220
08:15 AM	7	21	21	23	0	32	6	18	0	0	0	13	17	99	0	2	259
08:30 AM	5	14	11	8	0	27	10	9	0	0	0	13	14	81	0	0	192
08:45 AM	1	15	1	13	0	41	6	10	0	0	0	14	13	71	0	11	196
Total	20	66	45	55	0	132	28	44	0	0	0	46	52	363	0	16	867
04:00 PM	16	16	11	4	0	90	3	8	0	0	0	7	12	70	0	6	243
04:15 PM	18	7	5	1	0	57	9	7	0	0	0	5	9	75	0	7	200
04:30 PM	18	5	14	7	0	99	6	8	0	0	0	21	10	65	0	10	263
04:45 PM	13	10	7	4	0	71	2	5	0	0	0	3	6	67	0	7	195
Total	65	38	37	16	0	317	20	28	0	0	0	36	37	277	0	30	901
05:00 PM	9	9	12	6	0	77	6	11	0	0	0	12	3	85	0	5	235
05:15 PM	6	8	5	5	0	54	9	5	0	0	0	8	12	54	0	11	177
05:30 PM	11	7	4	2	0	59	1	6	1	0	0	2	5	66	0	13	177
05:45 PM	7	12	4	1	0	36	2	1	0	0	0	3	3	46	0	3	118
Total	33	36	25	14	0	226	18	23	1	0	0	25	23	251	0	32	707
Grand Total	130	202	131	106	1	769	82	118	1	0	0	128	167	1172	0	91	3098
Apprch %	22.8	35.5	23	18.6	0.1	79.3	8.5	12.2	0.8	0	0	99.2	11.7	82	0	6.4	
Total %	4.2	6.5	4.2	3.4	0	24.8	2.6	3.8	0	0	0	4.1	5.4	37.8	0	2.9	

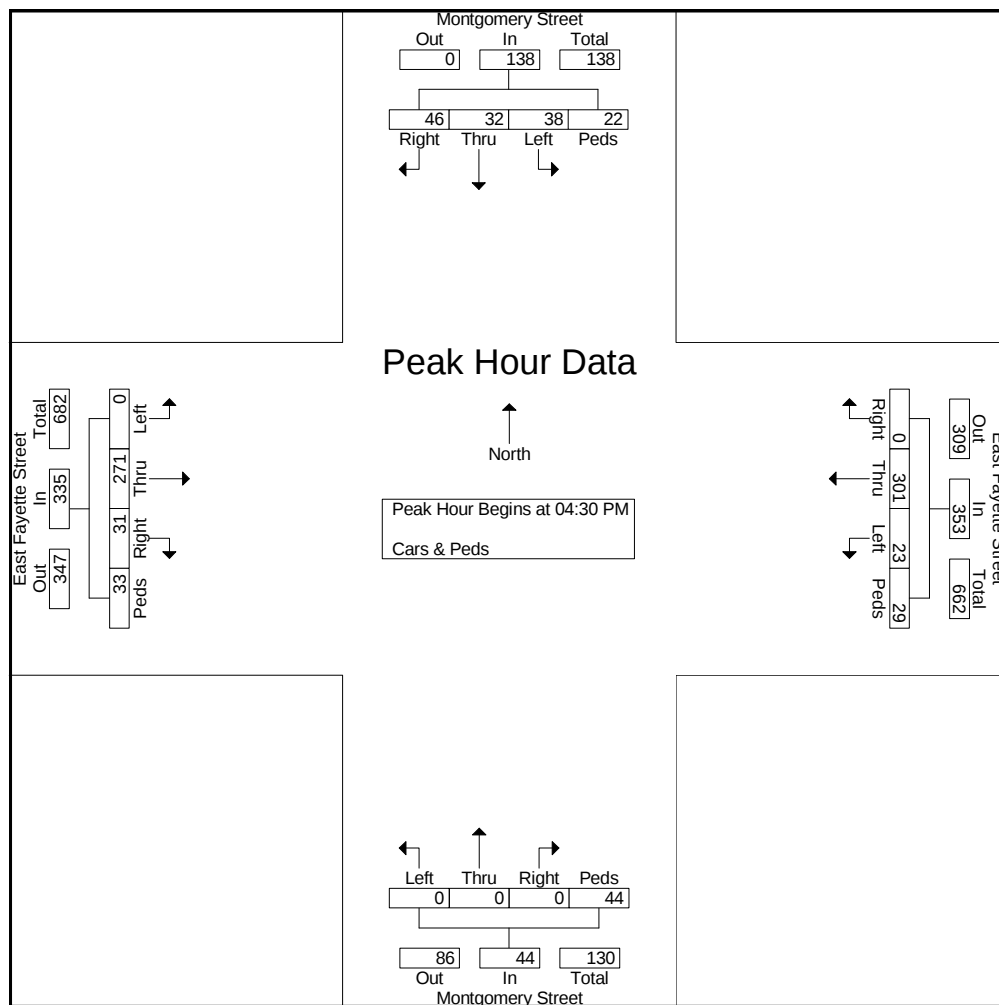
File Name : Montgomery @ Fayette
 Site Code : 00000004
 Start Date : 5/13/2025
 Page No : 2

	Montgomery Street Southbound					East Fayette Street Westbound					Montgomery Street Northbound					East Fayette Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	7	16	12	11	46	0	32	6	7	45	0	0	0	6	6	8	112	0	3	123	220
08:15 AM	7	21	21	23	72	0	32	6	18	56	0	0	0	13	13	17	99	0	2	118	259
08:30 AM	5	14	11	8	38	0	27	10	9	46	0	0	0	13	13	14	81	0	0	95	192
08:45 AM	1	15	1	13	30	0	41	6	10	57	0	0	0	14	14	13	71	0	11	95	196
Total Volume	20	66	45	55	186	0	132	28	44	204	0	0	0	46	46	52	363	0	16	431	867
% App. Total	10.8	35.5	24.2	29.6		0	64.7	13.7	21.6		0	0	0	100		12.1	84.2	0	3.7		
PHF	.714	.786	.536	.598	.646	.000	.805	.700	.611	.895	.000	.000	.000	.821	.821	.765	.810	.000	.364	.876	.837



File Name : Montgomery @ Fayette
 Site Code : 00000004
 Start Date : 5/13/2025
 Page No : 3

	Montgomery Street Southbound					East Fayette Street Westbound					Montgomery Street Northbound					East Fayette Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	18	5	14	7	44	0	99	6	8	113	0	0	0	21	21	10	65	0	10	85	263
04:45 PM	13	10	7	4	34	0	71	2	5	78	0	0	0	3	3	6	67	0	7	80	195
05:00 PM	9	9	12	6	36	0	77	6	11	94	0	0	0	12	12	3	85	0	5	93	235
05:15 PM	6	8	5	5	24	0	54	9	5	68	0	0	0	8	8	12	54	0	11	77	177
Total Volume	46	32	38	22	138	0	301	23	29	353	0	0	0	44	44	31	271	0	33	335	870
% App. Total	33.3	23.2	27.5	15.9		0	85.3	6.5	8.2		0	0	0	100		9.3	80.9	0	9.9		
PHF	.639	.800	.679	.786	.784	.000	.760	.639	.659	.781	.000	.000	.000	.524	.524	.646	.797	.000	.750	.901	.827



File Name : Montgomery @ Fayette
 Site Code : 00000004
 Start Date : 5/13/2025
 Page No : 1

Groups Printed- HV

	Montgomery Street Southbound				East Fayette Street Westbound				Montgomery Street Northbound				East Fayette Street Eastbound				Int. Total
Start Time	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	Right	Thru	Left	HV	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	5
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	80	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	80	

Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	381	0	0	135	17	34	123	40	0	0	0
Future Volume (vph)	29	381	0	0	135	17	34	123	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1671	0	0	1630	0	0	1598	0	0	0	0
Flt Permitted		0.971						0.991				
Satd. Flow (perm)	0	1619	0	0	1630	0	0	1570	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10			21				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			90			172			302	
Travel Time (s)		8.8			2.0			3.9			6.9	
Confl. Peds. (#/hr)	43		16	16		43	45		39	39		45
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	471	0	0	177	0	0	214	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	38.0	38.0			38.0		42.0	42.0				
Total Split (s)	38.0	38.0			38.0		42.0	42.0				
Total Split (%)	47.5%	47.5%			47.5%		52.5%	52.5%				
Maximum Green (s)	33.0	33.0			33.0		37.0	37.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		33.0			33.0			37.0				
Actuated g/C Ratio		0.41			0.41			0.46				
v/c Ratio		0.71			0.26			0.29				
Control Delay		12.6			12.2			14.9				
Queue Delay		0.1			0.0			0.0				
Total Delay		12.8			12.2			14.9				
LOS		B			B			B				
Approach Delay		12.8			12.2			14.9				

Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B				
Queue Length 50th (ft)		57			37			66				
Queue Length 95th (ft)		88			60			118				
Internal Link Dist (ft)		307			10			92			222	
Turn Bay Length (ft)												
Base Capacity (vph)		667			678			737				
Starvation Cap Reductn		9			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.72			0.26			0.29				

Intersection Summary

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 3 (4%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 13.2

Intersection Capacity Utilization 70.9%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 1: South Warren Street & East Fayette Street

 Ø2 (R)	 Ø4
42 s	38 s
	 Ø8
	38 s

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	56	0	0	58	94	18	108	33	0	0	0
Future Volume (vph)	115	56	0	0	58	94	18	108	33	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1639	0	0	1429	0	0	1586	0	0	0	0
Flt Permitted		0.686						0.994				
Satd. Flow (perm)	0	1099	0	0	1429	0	0	1573	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					118			24				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			439			359			430	
Travel Time (s)		8.0			10.0			8.2			9.8	
Confl. Peds. (#/hr)	49		47	47		49	33		58	58		33
Peak Hour Factor	0.91	0.91	0.91	0.78	0.78	0.78	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	195	0	0	196	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	35.0	35.0			35.0		45.0	45.0				
Total Split (s)	35.0	35.0			35.0		45.0	45.0				
Total Split (%)	43.8%	43.8%			43.8%		56.3%	56.3%				
Maximum Green (s)	30.0	30.0			30.0		40.0	40.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		30.0			30.0			40.0				
Actuated g/C Ratio		0.38			0.38			0.50				
v/c Ratio		0.46			0.32			0.25				
Control Delay		23.3			9.1			10.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		23.3			9.1			10.9				
LOS		C			A			B				
Approach Delay		23.3			9.1			10.9				

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			A			B				
Queue Length 50th (ft)		69			25			46				
Queue Length 95th (ft)		129			53			74				
Internal Link Dist (ft)		274			359			279			350	
Turn Bay Length (ft)												
Base Capacity (vph)		412			609			798				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.46			0.32			0.25				

Intersection Summary

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 14.3

Intersection Capacity Utilization 59.7%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 2: South Warren Street & East Jefferson Street

 Ø2 (R)	 Ø4
45 s	35 s
	 Ø8
	35 s

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	330	20	25	136	8	20	236	31	49	290	17
Future Volume (vph)	25	330	20	25	136	8	20	236	31	49	290	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1801	0	0	1830	0	0	1814	0	0	1834	0
Flt Permitted		0.973			0.910			0.963			0.920	
Satd. Flow (perm)	0	1753	0	0	1671	0	0	1750	0	0	1689	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			11			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		339			387			452			303	
Travel Time (s)		7.7			8.8			10.3			6.9	
Confl. Peds. (#/hr)	24		30	30		24	17		32	32		17
Peak Hour Factor	0.82	0.82	0.82	0.93	0.93	0.93	0.96	0.96	0.96	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	456	0	0	182	0	0	299	0	0	379	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	36.0	36.0		36.0	36.0		44.0	44.0		44.0	44.0	
Total Split (s)	36.0	36.0		36.0	36.0		44.0	44.0		44.0	44.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	31.0	31.0		31.0	31.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Efect Green (s)		31.0			31.0			39.0			39.0	
Actuated g/C Ratio		0.39			0.39			0.49			0.49	
v/c Ratio		0.67			0.28			0.35			0.46	
Control Delay		26.0			16.8			13.6			15.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		26.0			16.8			13.6			15.7	
LOS		C			B			B			B	
Approach Delay		26.0			16.8			13.6			15.7	

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		182			39			84			117	
Queue Length 95th (ft)		248			81			139			189	
Internal Link Dist (ft)		259			307			372			223	
Turn Bay Length (ft)												
Base Capacity (vph)		681			649			858			825	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.67			0.28			0.35			0.46	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 18.9

Intersection Capacity Utilization 62.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 3: South Salina Street & West Fayette Street/East Fayette Street

 Ø2 (R)	 Ø4
44 s	36 s
 Ø6 (R)	 Ø8
44 s	36 s

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	369	52	28	132	0	0	0	0	45	66	20
Future Volume (vph)	0	369	52	28	132	0	0	0	0	45	66	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1815	0	0	1846	0	0	0	0	1787	3405	0
Flt Permitted					0.891					0.950		
Satd. Flow (perm)	0	1815	0	0	1653	0	0	0	0	1612	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13									31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		307			445			388			300	
Travel Time (s)		7.0			10.1			8.8			6.8	
Confl. Peds. (#/hr)	55		46	46		55	16		44	44		16
Peak Hour Factor	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92	0.65	0.65	0.65
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	478	0	0	178	0	0	0	0	69	133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		47.0		47.0	47.0					33.0	33.0	
Total Split (s)		47.0		47.0	47.0					33.0	33.0	
Total Split (%)		58.8%		58.8%	58.8%					41.3%	41.3%	
Maximum Green (s)		42.0		42.0	42.0					28.0	28.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0					0.0	0.0	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		42.0			42.0					28.0	28.0	
Actuated g/C Ratio		0.52			0.52					0.35	0.35	
v/c Ratio		0.50			0.21					0.12	0.11	
Control Delay		2.9			10.9					18.5	13.7	
Queue Delay		0.7			0.0					0.0	0.0	
Total Delay		3.7			10.9					18.5	13.7	
LOS		A			B					B	B	
Approach Delay		3.7			10.9						15.4	

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B						B	
Queue Length 50th (ft)		12			44					23	17	
Queue Length 95th (ft)		22			79					36	24	
Internal Link Dist (ft)		227			365			308			220	
Turn Bay Length (ft)												
Base Capacity (vph)		959			867					564	1211	
Starvation Cap Reductn		216			0					0	0	
Spillback Cap Reductn		0			0					0	0	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.64			0.21					0.12	0.11	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 11 (14%), Referenced to phase 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 7.9

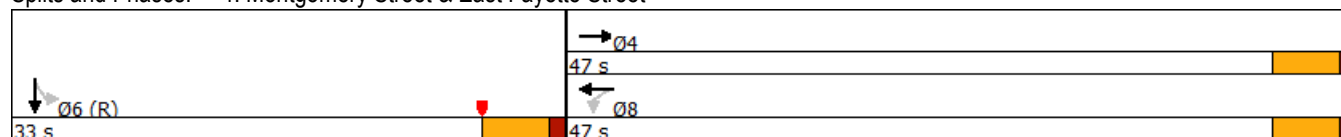
Intersection Capacity Utilization 54.3%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 4: Montgomery Street & East Fayette Street



Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	235	0	0	293	55	57	325	64	0	0	0
Future Volume (vph)	32	235	0	0	293	55	57	325	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1683	0	0	1633	0	0	1624	0	0	0	0
Flt Permitted		0.876						0.994				
Satd. Flow (perm)	0	1478	0	0	1633	0	0	1598	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			90			172			302	
Travel Time (s)		8.8			2.0			3.9			6.9	
Confl. Peds. (#/hr)	32		18	18		32	52		41	41		52
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.78	0.78	0.78	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	278	0	0	435	0	0	572	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	38.0	38.0			38.0		42.0	42.0				
Total Split (s)	37.0	37.0			37.0		48.0	48.0				
Total Split (%)	43.5%	43.5%			43.5%		56.5%	56.5%				
Maximum Green (s)	32.0	32.0			32.0		43.0	43.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		32.0			32.0			43.0				
Actuated g/C Ratio		0.38			0.38			0.51				
v/c Ratio		0.50			0.70			0.70				
Control Delay		13.5			16.8			18.8				
Queue Delay		0.0			0.1			0.0				
Total Delay		13.5			16.9			18.8				
LOS		B			B			B				
Approach Delay		13.5			16.9			18.8				

Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B				
Queue Length 50th (ft)		49			58			195				
Queue Length 95th (ft)		74			76			231				
Internal Link Dist (ft)		307			10			92			222	
Turn Bay Length (ft)												
Base Capacity (vph)		556			622			815				
Starvation Cap Reductn		0			7			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.50			0.71			0.70				

Intersection Summary

Area Type: CBD

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 71 (84%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 17.0

Intersection Capacity Utilization 83.5%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 1: South Warren Street & East Fayette Street

 Ø2 (R)	 Ø4
48 s	37 s
	 Ø8
	37 s

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	49	0	0	99	55	25	175	16	0	0	0
Future Volume (vph)	61	49	0	0	99	55	25	175	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1631	0	0	1532	0	0	1649	0	0	0	0
Flt Permitted		0.759						0.994				
Satd. Flow (perm)	0	1208	0	0	1532	0	0	1637	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					34			8				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			439			359			430	
Travel Time (s)		8.0			10.0			8.2			9.8	
Confl. Peds. (#/hr)	51		21	21		51	27		50	50		27
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	137	0	0	176	0	0	267	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	35.0	35.0			35.0		45.0	45.0				
Total Split (s)	31.0	31.0			31.0		54.0	54.0				
Total Split (%)	36.5%	36.5%			36.5%		63.5%	63.5%				
Maximum Green (s)	26.0	26.0			26.0		49.0	49.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		26.0			26.0			49.0				
Actuated g/C Ratio		0.31			0.31			0.58				
v/c Ratio		0.37			0.36			0.28				
Control Delay		26.7			20.9			9.8				
Queue Delay		0.0			0.0			0.0				
Total Delay		26.7			20.9			9.8				
LOS		C			C			A				
Approach Delay		26.7			20.9			9.8				

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			A				
Queue Length 50th (ft)		57			58			64				
Queue Length 95th (ft)		94			109			93				
Internal Link Dist (ft)		274			359			279			350	
Turn Bay Length (ft)												
Base Capacity (vph)		369			492			947				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.37			0.36			0.28				

Intersection Summary

Area Type: CBD

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 17.2

Intersection Capacity Utilization 62.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 2: South Warren Street & East Jefferson Street

 Ø2 (R)	
54 s	31 s
	 Ø8
	31 s

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	216	26	38	282	30	32	325	36	15	266	16
Future Volume (vph)	51	216	26	38	282	30	32	325	36	15	266	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1804	0	0	1811	0	0	1808	0	0	1837	0
Flt Permitted		0.891			0.936			0.951			0.971	
Satd. Flow (perm)	0	1608	0	0	1694	0	0	1723	0	0	1784	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			7			8			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		339			387			452			303	
Travel Time (s)		7.7			8.8			10.3			6.9	
Confl. Peds. (#/hr)	47		44	44		47	22		56	56		22
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.92	0.92	0.92	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	326	0	0	361	0	0	427	0	0	350	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	36.0	36.0		36.0	36.0		44.0	44.0		44.0	44.0	
Total Split (s)	40.0	40.0		40.0	40.0		45.0	45.0		45.0	45.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Maximum Green (s)	35.0	35.0		35.0	35.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Efect Green (s)		35.0			35.0			40.0			40.0	
Actuated g/C Ratio		0.41			0.41			0.47			0.47	
v/c Ratio		0.49			0.51			0.52			0.42	
Control Delay		21.1			9.8			18.4			16.5	
Queue Delay		0.0			0.3			0.0			0.0	
Total Delay		21.1			10.0			18.4			16.5	
LOS		C			B			B			B	
Approach Delay		21.1			10.0			18.4			16.5	
Approach LOS		C			B			B			B	

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		122			45			151			116	
Queue Length 95th (ft)		198			89			235			170	
Internal Link Dist (ft)		259			307			372			223	
Turn Bay Length (ft)												
Base Capacity (vph)		666			701			815			842	
Starvation Cap Reductn		0			61			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.49			0.56			0.52			0.42	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 71 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 16.5

Intersection LOS: B

Intersection Capacity Utilization 64.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: South Salina Street & West Fayette Street/East Fayette Street

 Ø2 (R)		 Ø4
45 s		40 s
 Ø6 (R)		 Ø8
45 s		40 s

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	268	31	23	302	0	0	0	0	28	32	46
Future Volume (vph)	0	268	31	23	302	0	0	0	0	28	32	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1823	0	0	1857	0	0	0	0	1787	3071	0
Flt Permitted					0.962					0.950		
Satd. Flow (perm)	0	1823	0	0	1788	0	0	0	0	1665	3071	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10									59	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		307			445			388			300	
Travel Time (s)		7.0			10.1			8.8			6.8	
Confl. Peds. (#/hr)	22		44	44		22	33		29	29		33
Peak Hour Factor	0.90	0.90	0.90	0.78	0.78	0.78	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	332	0	0	416	0	0	0	0	36	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		47.0		47.0	47.0					33.0	33.0	
Total Split (s)		47.0		47.0	47.0					38.0	38.0	
Total Split (%)		55.3%		55.3%	55.3%					44.7%	44.7%	
Maximum Green (s)		42.0		42.0	42.0					33.0	33.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0					0.0	0.0	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effect Green (s)		42.0			42.0					33.0	33.0	
Actuated g/C Ratio		0.49			0.49					0.39	0.39	
v/c Ratio		0.37			0.47					0.06	0.08	
Control Delay		7.0			16.4					16.7	8.2	
Queue Delay		0.1			0.1					0.0	0.0	
Total Delay		7.1			16.5					16.7	8.2	
LOS		A			B					B	A	
Approach Delay		7.1			16.5						10.5	

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

05/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B						B	
Queue Length 50th (ft)		47			139					12	6	
Queue Length 95th (ft)		m71			176					26	17	
Internal Link Dist (ft)		227			365			308			220	
Turn Bay Length (ft)												
Base Capacity (vph)		905			883					646	1228	
Starvation Cap Reductn		113			0					0	0	
Spillback Cap Reductn		0			28					0	0	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.42			0.49					0.06	0.08	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 66 (78%), Referenced to phase 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 12.0

Intersection LOS: B

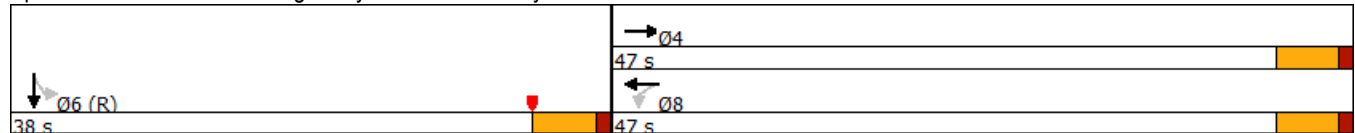
Intersection Capacity Utilization 58.2%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Montgomery Street & East Fayette Street



Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	375	0	0	117	17	83	136	33	0	0	0
Future Volume (vph)	43	375	0	0	117	17	83	136	33	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1668	0	0	1624	0	0	1613	0	0	0	0
Flt Permitted		0.955						0.984				
Satd. Flow (perm)	0	1588	0	0	1624	0	0	1560	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11			13				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			90			172			302	
Travel Time (s)		8.8			2.0			3.9			6.9	
Confl. Peds. (#/hr)	43		16	16		43	45		39	39		45
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	480	0	0	156	0	0	274	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	38.0	38.0			38.0		42.0	42.0				
Total Split (s)	38.0	38.0			38.0		42.0	42.0				
Total Split (%)	47.5%	47.5%			47.5%		52.5%	52.5%				
Maximum Green (s)	33.0	33.0			33.0		37.0	37.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		33.0			33.0			37.0				
Actuated g/C Ratio		0.41			0.41			0.46				
v/c Ratio		0.73			0.23			0.38				
Control Delay		14.2			11.6			14.5				
Queue Delay		0.3			0.0			0.0				
Total Delay		14.5			11.6			14.5				
LOS		B			B			B				
Approach Delay		14.5			11.6			14.5				

Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B				
Queue Length 50th (ft)		63			28			76				
Queue Length 95th (ft)		111			48			132				
Internal Link Dist (ft)		307			10			92			222	
Turn Bay Length (ft)												
Base Capacity (vph)		655			676			728				
Starvation Cap Reductn		17			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.75			0.23			0.38				

Intersection Summary

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 3 (4%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 14.0

Intersection Capacity Utilization 74.5%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 1: South Warren Street & East Fayette Street

 Ø2 (R)	 Ø4
42 s	38 s
	 Ø8
	38 s

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	22	0	0	37	101	39	155	31	0	0	0
Future Volume (vph)	131	22	0	0	37	101	39	155	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1624	0	0	1384	0	0	1613	0	0	0	0
Flt Permitted		0.649						0.991				
Satd. Flow (perm)	0	1018	0	0	1384	0	0	1592	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					129			13				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			439			359			430	
Travel Time (s)		8.0			10.0			8.2			9.8	
Confl. Peds. (#/hr)	49		47	47		49	33		58	58		33
Peak Hour Factor	0.91	0.91	0.91	0.78	0.78	0.78	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	0	0	176	0	0	277	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	35.0	35.0			35.0		45.0	45.0				
Total Split (s)	40.0	40.0			40.0		40.0	40.0				
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%				
Maximum Green (s)	35.0	35.0			35.0		35.0	35.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		35.0			35.0			35.0				
Actuated g/C Ratio		0.44			0.44			0.44				
v/c Ratio		0.38			0.26			0.39				
Control Delay		18.3			5.7			16.6				
Queue Delay		0.0			0.0			0.0				
Total Delay		18.3			5.7			16.6				
LOS		B			A			B				
Approach Delay		18.3			5.7			16.6				

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			A			B				
Queue Length 50th (ft)		54			13			86				
Queue Length 95th (ft)		105			36			127				
Internal Link Dist (ft)		274			359			279			350	
Turn Bay Length (ft)												
Base Capacity (vph)		445			678			703				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.38			0.26			0.39				

Intersection Summary

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 14.0

Intersection Capacity Utilization 63.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 2: South Warren Street & East Jefferson Street

 Ø2 (R)	 Ø4
40 s	40 s
	 Ø8
	40 s

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	329	44	31	169	11	25	308	34	54	414	23
Future Volume (vph)	32	329	44	31	169	11	25	308	34	54	414	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1776	0	0	1830	0	0	1820	0	0	1837	0
Flt Permitted		0.961			0.904			0.951			0.922	
Satd. Flow (perm)	0	1709	0	0	1661	0	0	1734	0	0	1696	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			4			9			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		339			387			452			303	
Travel Time (s)		7.7			8.8			10.3			6.9	
Confl. Peds. (#/hr)	24		30	30		24	17		32	32		17
Peak Hour Factor	0.82	0.82	0.82	0.93	0.93	0.93	0.96	0.96	0.96	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	494	0	0	227	0	0	382	0	0	521	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	36.0	36.0		36.0	36.0		44.0	44.0		44.0	44.0	
Total Split (s)	36.0	36.0		36.0	36.0		44.0	44.0		44.0	44.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	31.0	31.0		31.0	31.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		31.0			31.0			39.0			39.0	
Actuated g/C Ratio		0.39			0.39			0.49			0.49	
v/c Ratio		0.74			0.35			0.45			0.63	
Control Delay		28.8			20.6			15.2			19.3	
Queue Delay		0.2			0.0			0.0			0.0	
Total Delay		29.0			20.6			15.2			19.3	
LOS		C			C			B			B	
Approach Delay		29.0			20.6			15.2			19.3	

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		203			71			116			181	
Queue Length 95th (ft)		276			129			186			285	
Internal Link Dist (ft)		259			307			372			223	
Turn Bay Length (ft)												
Base Capacity (vph)		667			646			849			828	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		11			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.75			0.35			0.45			0.63	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 21.5

Intersection Capacity Utilization 73.3%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

Splits and Phases: 3: South Salina Street & West Fayette Street/East Fayette Street

 Ø2 (R)	 Ø4
44 s	36 s
 Ø6 (R)	 Ø8
44 s	36 s

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	247	61	40	127	0	0	0	0	82	59	7
Future Volume (vph)	0	247	61	40	127	0	0	0	0	82	59	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1787	0	0	1840	0	0	0	0	1787	3496	0
Flt Permitted					0.870					0.950		
Satd. Flow (perm)	0	1787	0	0	1608	0	0	0	0	1612	3496	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23									11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		307			445			388			300	
Travel Time (s)		7.0			10.1			8.8			6.8	
Confl. Peds. (#/hr)	55		46	46		55	16		44	44		16
Peak Hour Factor	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92	0.65	0.65	0.65
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	350	0	0	185	0	0	0	0	126	102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		47.0		47.0	47.0					33.0	33.0	
Total Split (s)		47.0		47.0	47.0					33.0	33.0	
Total Split (%)		58.8%		58.8%	58.8%					41.3%	41.3%	
Maximum Green (s)		42.0		42.0	42.0					28.0	28.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0					0.0	0.0	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		42.0			42.0					28.0	28.0	
Actuated g/C Ratio		0.52			0.52					0.35	0.35	
v/c Ratio		0.37			0.22					0.22	0.08	
Control Delay		1.8			11.1					19.7	15.8	
Queue Delay		0.5			0.0					0.0	0.0	
Total Delay		2.3			11.1					19.7	15.8	
LOS		A			B					B	B	
Approach Delay		2.3			11.1						17.9	

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B						B	
Queue Length 50th (ft)		2			46					44	15	
Queue Length 95th (ft)		m11			83					58	22	
Internal Link Dist (ft)		227			365			308			220	
Turn Bay Length (ft)												
Base Capacity (vph)		949			844					564	1230	
Starvation Cap Reductn		261			0					0	0	
Spillback Cap Reductn		0			0					0	0	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.51			0.22					0.22	0.08	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 11 (14%), Referenced to phase 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 9.1

Intersection LOS: A

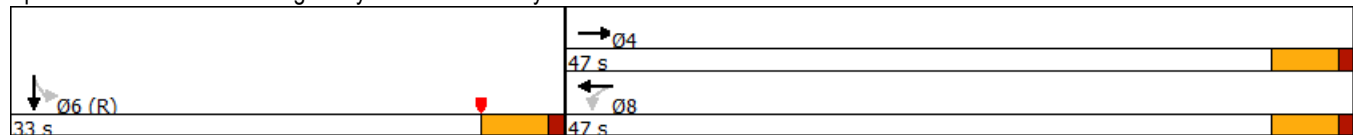
Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Montgomery Street & East Fayette Street



Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	294	0	0	273	56	142	393	52	0	0	0
Future Volume (vph)	12	294	0	0	273	56	142	393	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1690	0	0	1628	0	0	1636	0	0	0	0
Flt Permitted		0.978						0.988				
Satd. Flow (perm)	0	1654	0	0	1628	0	0	1587	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			90			172			302	
Travel Time (s)		8.8			2.0			3.9			6.9	
Confl. Peds. (#/hr)	32		18	18		32	52		41	41		52
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.78	0.78	0.78	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	319	0	0	411	0	0	753	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	38.0	38.0			38.0		42.0	42.0				
Total Split (s)	33.0	33.0			33.0		52.0	52.0				
Total Split (%)	38.8%	38.8%			38.8%		61.2%	61.2%				
Maximum Green (s)	28.0	28.0			28.0		47.0	47.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		28.0			28.0			47.0				
Actuated g/C Ratio		0.33			0.33			0.55				
v/c Ratio		0.59			0.75			0.85				
Control Delay		18.9			22.5			26.4				
Queue Delay		0.1			0.1			0.1				
Total Delay		19.0			22.6			26.5				
LOS		B			C			C				
Approach Delay		19.0			22.6			26.5				

Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			C				
Queue Length 50th (ft)		68			63			282				
Queue Length 95th (ft)		126			79			369				
Internal Link Dist (ft)		307			10			92			222	
Turn Bay Length (ft)												
Base Capacity (vph)		544			545			881				
Starvation Cap Reductn		12			3			4				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.60			0.76			0.86				

Intersection Summary

Area Type: CBD

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 71 (84%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 23.8

Intersection Capacity Utilization 78.5%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

Splits and Phases: 1: South Warren Street & East Fayette Street

 02 (R)	 04
52 s	33 s
	 08
	33 s

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	16	0	0	60	104	46	200	28	0	0	0
Future Volume (vph)	123	16	0	0	60	104	46	200	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1606	0	0	1412	0	0	1633	0	0	0	0
Flt Permitted		0.626						0.992				
Satd. Flow (perm)	0	964	0	0	1412	0	0	1615	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					118			9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			439			359			430	
Travel Time (s)		8.0			10.0			8.2			9.8	
Confl. Peds. (#/hr)	51		21	21		51	27		50	50		27
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	186	0	0	339	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	35.0	35.0			35.0		45.0	45.0				
Total Split (s)	42.0	42.0			42.0		43.0	43.0				
Total Split (%)	49.4%	49.4%			49.4%		50.6%	50.6%				
Maximum Green (s)	37.0	37.0			37.0		38.0	38.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		37.0			37.0			38.0				
Actuated g/C Ratio		0.44			0.44			0.45				
v/c Ratio		0.42			0.27			0.47				
Control Delay		20.4			7.3			18.6				
Queue Delay		0.0			0.0			0.1				
Total Delay		20.4			7.3			18.7				
LOS		C			A			B				
Approach Delay		20.4			7.3			18.7				

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			A			B				
Queue Length 50th (ft)		62			21			118				
Queue Length 95th (ft)		100			58			165				
Internal Link Dist (ft)		274			359			279			350	
Turn Bay Length (ft)												
Base Capacity (vph)		419			681			726				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			2			39				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.42			0.27			0.49				

Intersection Summary

Area Type: CBD

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 16.1

Intersection Capacity Utilization 66.0%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 2: South Warren Street & East Jefferson Street

 Ø2 (R)	 Ø4
43 s	42 s
	 Ø8
	42 s

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	224	31	45	321	48	36	380	45	18	383	25
Future Volume (vph)	60	224	31	45	321	48	36	380	45	18	383	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1800	0	0	1797	0	0	1804	0	0	1837	0
Flt Permitted		0.848			0.929			0.937			0.972	
Satd. Flow (perm)	0	1528	0	0	1669	0	0	1695	0	0	1785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			9			9			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		339			387			452			303	
Travel Time (s)		7.7			8.8			10.3			6.9	
Confl. Peds. (#/hr)	47		44	44		47	22		56	56		22
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.92	0.92	0.92	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	350	0	0	426	0	0	501	0	0	501	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	36.0	36.0		36.0	36.0		44.0	44.0		44.0	44.0	
Total Split (s)	40.0	40.0		40.0	40.0		45.0	45.0		45.0	45.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Maximum Green (s)	35.0	35.0		35.0	35.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Efect Green (s)		35.0			35.0			40.0			40.0	
Actuated g/C Ratio		0.41			0.41			0.47			0.47	
v/c Ratio		0.55			0.62			0.62			0.60	
Control Delay		22.7			12.4			20.8			20.0	
Queue Delay		0.0			0.5			0.0			0.0	
Total Delay		22.7			12.9			20.8			20.0	
LOS		C			B			C			C	
Approach Delay		22.7			12.9			20.8			20.0	
Approach LOS		C			B			C			C	

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		135			85			189			187	
Queue Length 95th (ft)		220			m124			293			262	
Internal Link Dist (ft)		259			307			372			223	
Turn Bay Length (ft)												
Base Capacity (vph)		633			692			802			842	
Starvation Cap Reductn		0			60			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.55			0.67			0.62			0.60	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 71 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 19.1

Intersection LOS: B

Intersection Capacity Utilization 73.5%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: South Salina Street & West Fayette Street/East Fayette Street

 Ø2 (R)		 Ø4
45 s		40 s
 Ø6 (R)		 Ø8
45 s		40 s

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	288	58	17	297	0	0	0	0	35	48	33
Future Volume (vph)	0	288	58	17	297	0	0	0	0	35	48	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1798	0	0	1857	0	0	0	0	1787	3226	0
Flt Permitted					0.970					0.950		
Satd. Flow (perm)	0	1798	0	0	1804	0	0	0	0	1665	3226	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17									42	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		307			445			388			300	
Travel Time (s)		7.0			10.1			8.8			6.8	
Confl. Peds. (#/hr)	22		44	44		22	33		29	29		33
Peak Hour Factor	0.90	0.90	0.90	0.78	0.78	0.78	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	384	0	0	403	0	0	0	0	45	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		47.0		47.0	47.0					33.0	33.0	
Total Split (s)		47.0		47.0	47.0					38.0	38.0	
Total Split (%)		55.3%		55.3%	55.3%					44.7%	44.7%	
Maximum Green (s)		42.0		42.0	42.0					33.0	33.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0					0.0	0.0	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		42.0			42.0					33.0	33.0	
Actuated g/C Ratio		0.49			0.49					0.39	0.39	
v/c Ratio		0.43			0.45					0.07	0.08	
Control Delay		4.1			16.1					16.8	10.7	
Queue Delay		0.1			0.1					0.0	0.0	
Total Delay		4.2			16.1					16.8	10.7	
LOS		A			B					B	B	
Approach Delay		4.2			16.1						12.5	

4: Montgomery Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B							B
Queue Length 50th (ft)		28			133					15	10	
Queue Length 95th (ft)		m39			169					31	21	
Internal Link Dist (ft)		227			365			308			220	
Turn Bay Length (ft)												
Base Capacity (vph)		897			891					646	1278	
Starvation Cap Reductn		45			0					0	0	
Spillback Cap Reductn		0			32					0	0	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.45			0.47					0.07	0.08	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 66 (78%), Referenced to phase 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 10.7

Intersection Capacity Utilization 52.9%

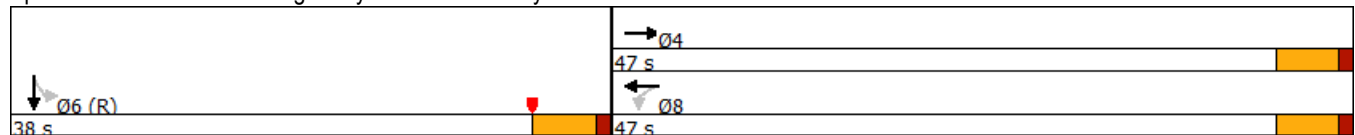
Intersection LOS: B

ICU Level of Service A

Analysis Period (min) 15

- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Montgomery Street & East Fayette Street



Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	375	0	0	133	25	83	136	33	0	0	0
Future Volume (vph)	43	375	0	0	133	25	83	136	33	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1668	0	0	1612	0	0	1613	0	0	0	0
Flt Permitted		0.952						0.984				
Satd. Flow (perm)	0	1584	0	0	1612	0	0	1560	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					14			13				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			90			172			302	
Travel Time (s)		8.8			2.0			3.9			6.9	
Confl. Peds. (#/hr)	43		16	16		43	45		39	39		45
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	480	0	0	184	0	0	274	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	38.0	38.0			38.0		42.0	42.0				
Total Split (s)	38.0	38.0			38.0		42.0	42.0				
Total Split (%)	47.5%	47.5%			47.5%		52.5%	52.5%				
Maximum Green (s)	33.0	33.0			33.0		37.0	37.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		33.0			33.0			37.0				
Actuated g/C Ratio		0.41			0.41			0.46				
v/c Ratio		0.74			0.27			0.38				
Control Delay		13.8			12.4			14.4				
Queue Delay		0.3			0.0			0.0				
Total Delay		14.1			12.4			14.4				
LOS		B			B			B				
Approach Delay		14.1			12.4			14.4				

Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B				
Queue Length 50th (ft)		61			36			78				
Queue Length 95th (ft)		m108			60			135				
Internal Link Dist (ft)		307			10			92			222	
Turn Bay Length (ft)												
Base Capacity (vph)		653			673			728				
Starvation Cap Reductn		18			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.76			0.27			0.38				

Intersection Summary

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 3 (4%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 13.9

Intersection LOS: B

Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: South Warren Street & East Fayette Street

	
Ø2 (R)	Ø4
42 s	38 s
	
	Ø8
	38 s

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	22	0	0	37	122	39	173	31	0	0	0
Future Volume (vph)	163	22	0	0	37	122	39	173	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1622	0	0	1369	0	0	1620	0	0	0	0
Flt Permitted		0.604						0.992				
Satd. Flow (perm)	0	950	0	0	1369	0	0	1601	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					156			12				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			439			359			430	
Travel Time (s)		8.0			10.0			8.2			9.8	
Confl. Peds. (#/hr)	49		47	47		49	33		58	58		33
Peak Hour Factor	0.91	0.91	0.91	0.78	0.78	0.78	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	203	0	0	203	0	0	300	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	35.0	35.0			35.0		45.0	45.0				
Total Split (s)	40.0	40.0			40.0		40.0	40.0				
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%				
Maximum Green (s)	35.0	35.0			35.0		35.0	35.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		35.0			35.0			35.0				
Actuated g/C Ratio		0.44			0.44			0.44				
v/c Ratio		0.49			0.30			0.42				
Control Delay		21.1			5.5			17.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		21.1			5.5			17.2				
LOS		C			A			B				
Approach Delay		21.1			5.5			17.2				

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			A			B				
Queue Length 50th (ft)		70			13			95				
Queue Length 95th (ft)		133			37			138				
Internal Link Dist (ft)		274			359			279			350	
Turn Bay Length (ft)												
Base Capacity (vph)		415			686			707				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.49			0.30			0.42				

Intersection Summary

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 15.0

Intersection Capacity Utilization 64.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 2: South Warren Street & East Jefferson Street

 Ø2 (R)	 Ø4
40 s	40 s
	 Ø8
	40 s

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	347	44	31	182	14	25	308	34	54	418	23
Future Volume (vph)	32	347	44	31	182	14	25	308	34	54	418	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1778	0	0	1827	0	0	1820	0	0	1838	0
Flt Permitted		0.961			0.905			0.951			0.923	
Satd. Flow (perm)	0	1711	0	0	1660	0	0	1734	0	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			5			9			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		339			387			452			303	
Travel Time (s)		7.7			8.8			10.3			6.9	
Confl. Peds. (#/hr)	24		30	30		24	17		32	32		17
Peak Hour Factor	0.82	0.82	0.82	0.93	0.93	0.93	0.96	0.96	0.96	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	516	0	0	244	0	0	382	0	0	526	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	36.0	36.0		36.0	36.0		44.0	44.0		44.0	44.0	
Total Split (s)	36.0	36.0		36.0	36.0		44.0	44.0		44.0	44.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	31.0	31.0		31.0	31.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Efect Green (s)		31.0			31.0			39.0			39.0	
Actuated g/C Ratio		0.39			0.39			0.49			0.49	
v/c Ratio		0.77			0.38			0.45			0.63	
Control Delay		30.6			20.1			15.2			19.4	
Queue Delay		0.2			0.0			0.0			0.0	
Total Delay		30.9			20.1			15.2			19.4	
LOS		C			C			B			B	
Approach Delay		30.9			20.1			15.2			19.4	

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		216			74			116			184	
Queue Length 95th (ft)		292			128			186			289	
Internal Link Dist (ft)		259			307			372			223	
Turn Bay Length (ft)												
Base Capacity (vph)		668			646			849			829	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		11			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.79			0.38			0.45			0.63	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 22.1

Intersection Capacity Utilization 74.7%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

Splits and Phases: 3: South Salina Street & West Fayette Street/East Fayette Street

 Ø2 (R)	 Ø4
44 s	36 s
 Ø6 (R)	 Ø8
44 s	36 s

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	374	64	44	127	0	0	0	0	82	63	7
Future Volume (vph)	0	374	64	44	127	0	0	0	0	82	63	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1806	0	0	1839	0	0	0	0	1787	3501	0
Flt Permitted					0.821					0.950		
Satd. Flow (perm)	0	1806	0	0	1520	0	0	0	0	1612	3501	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16									11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		307			445			388			300	
Travel Time (s)		7.0			10.1			8.8			6.8	
Confl. Peds. (#/hr)	55		46	46		55	16		44	44		16
Peak Hour Factor	0.88	0.88	0.88	0.90	0.90	0.90	0.92	0.92	0.92	0.65	0.65	0.65
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	498	0	0	190	0	0	0	0	126	108	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		47.0		47.0	47.0					33.0	33.0	
Total Split (s)		47.0		47.0	47.0					33.0	33.0	
Total Split (%)		58.8%		58.8%	58.8%					41.3%	41.3%	
Maximum Green (s)		42.0		42.0	42.0					28.0	28.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0					0.0	0.0	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		42.0			42.0					28.0	28.0	
Actuated g/C Ratio		0.52			0.52					0.35	0.35	
v/c Ratio		0.52			0.24					0.22	0.09	
Control Delay		3.4			11.3					19.7	15.9	
Queue Delay		0.9			0.0					0.0	0.0	
Total Delay		4.3			11.3					19.7	15.9	
LOS		A			B					B	B	
Approach Delay		4.3			11.3						18.0	

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B						B	
Queue Length 50th (ft)		20			48					44	16	
Queue Length 95th (ft)		29			86					58	23	
Internal Link Dist (ft)		227			365			308			220	
Turn Bay Length (ft)												
Base Capacity (vph)		955			798					564	1232	
Starvation Cap Reductn		216			0					0	0	
Spillback Cap Reductn		0			0					0	0	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.67			0.24					0.22	0.09	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 11 (14%), Referenced to phase 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 9.2

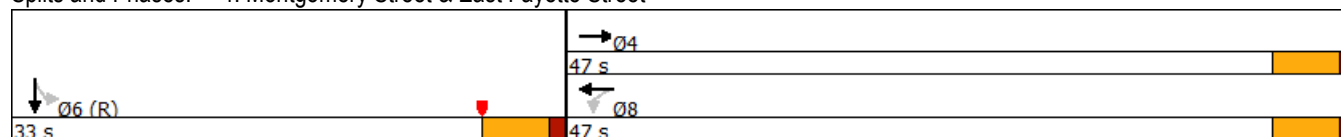
Intersection Capacity Utilization 66.6%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service C

Splits and Phases: 4: Montgomery Street & East Fayette Street



Lanes, Volumes, Timings

5: South Warren Street & Site Access

08/21/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	252	71	0	0
Future Volume (vph)	0	0	252	71	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1825	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1825	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	111		430			172
Travel Time (s)	2.5		9.8			3.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	351	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 20.9%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

6: Site Access & East Fayette Street

08/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	408	0	0	138	24	30
Future Volume (vph)	408	0	0	138	24	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1863	0	0	1863	1704	0
Flt Permitted					0.978	
Satd. Flow (perm)	1863	0	0	1863	1704	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	90			307	99	
Travel Time (s)	2.0			7.0	2.3	
Peak Hour Factor	0.87	0.87	0.86	0.86	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	469	0	0	160	60	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 31.5%

ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC

6: Site Access & East Fayette Street

08/21/2025

Intersection

Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	408	0	0	138	24	30
Future Vol, veh/h	408	0	0	138	24	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	86	86	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	469	0	0	160	27	33

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	629	469
Stage 1	-	-	-	469	-
Stage 2	-	-	-	160	-
Critical Hdwy	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	5.41	-
Follow-up Hdwy	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	-	0	0	448	596
Stage 1	-	0	0	632	-
Stage 2	-	0	0	871	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	448	596
Mov Cap-2 Maneuver	-	-	-	448	-
Stage 1	-	-	-	632	-
Stage 2	-	-	-	871	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	520	-	-
HCM Lane V/C Ratio	0.115	-	-
HCM Control Delay (s)	12.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	294	0	0	302	70	142	393	52	0	0	0
Future Volume (vph)	12	294	0	0	302	70	142	393	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1690	0	0	1621	0	0	1636	0	0	0	0
Flt Permitted		0.931						0.988				
Satd. Flow (perm)	0	1575	0	0	1621	0	0	1587	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			9				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			90			172			302	
Travel Time (s)		8.8			2.0			3.9			6.9	
Confl. Peds. (#/hr)	32		18	18		32	52		41	41		52
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.78	0.78	0.78	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	319	0	0	466	0	0	753	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	38.0	38.0			38.0		42.0	42.0				
Total Split (s)	33.0	33.0			33.0		52.0	52.0				
Total Split (%)	38.8%	38.8%			38.8%		61.2%	61.2%				
Maximum Green (s)	28.0	28.0			28.0		47.0	47.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		28.0			28.0			47.0				
Actuated g/C Ratio		0.33			0.33			0.55				
v/c Ratio		0.62			0.86			0.85				
Control Delay		20.4			32.1			26.0				
Queue Delay		0.0			0.1			0.1				
Total Delay		20.4			32.2			26.2				
LOS		C			C			C				
Approach Delay		20.4			32.2			26.2				

Lanes, Volumes, Timings

1: South Warren Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C				
Queue Length 50th (ft)		66			84			299				
Queue Length 95th (ft)		133			#127			382				
Internal Link Dist (ft)		307			10			92			222	
Turn Bay Length (ft)												
Base Capacity (vph)		518			544			881				
Starvation Cap Reductn		4			1			5				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.62			0.86			0.86				

Intersection Summary

Area Type: CBD

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 71 (84%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 26.8

Intersection LOS: C

Intersection Capacity Utilization 78.5%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: South Warren Street & East Fayette Street

 Ø2 (R)	
52 s	33 s
	
	Ø8
	33 s

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	16	0	0	60	137	46	227	28	0	0	0
Future Volume (vph)	172	16	0	0	60	137	46	227	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1603	0	0	1386	0	0	1637	0	0	0	0
Flt Permitted		0.567						0.992				
Satd. Flow (perm)	0	878	0	0	1386	0	0	1621	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					156			8				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			439			359			430	
Travel Time (s)		8.0			10.0			8.2			9.8	
Confl. Peds. (#/hr)	51		21	21		51	27		50	50		27
Peak Hour Factor	0.80	0.80	0.80	0.88	0.88	0.88	0.81	0.81	0.81	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	0	0	224	0	0	372	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	35.0	35.0			35.0		45.0	45.0				
Total Split (s)	42.0	42.0			42.0		43.0	43.0				
Total Split (%)	49.4%	49.4%			49.4%		50.6%	50.6%				
Maximum Green (s)	37.0	37.0			37.0		38.0	38.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		37.0			37.0			38.0				
Actuated g/C Ratio		0.44			0.44			0.45				
v/c Ratio		0.62			0.32			0.51				
Control Delay		27.1			6.7			19.5				
Queue Delay		0.0			0.0			0.2				
Total Delay		27.1			6.7			19.7				
LOS		C			A			B				
Approach Delay		27.1			6.7			19.7				

Lanes, Volumes, Timings

2: South Warren Street & East Jefferson Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			A			B				
Queue Length 50th (ft)		94			21			134				
Queue Length 95th (ft)		146			62			184				
Internal Link Dist (ft)		274			359			279			350	
Turn Bay Length (ft)												
Base Capacity (vph)		382			691			729				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			4			45				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.62			0.33			0.54				

Intersection Summary

Area Type: CBD

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 18.3

Intersection Capacity Utilization 68.2%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 2: South Warren Street & East Jefferson Street

 Ø2 (R)	 Ø4
43 s	42 s
	 Ø8
	42 s

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	251	31	45	345	53	36	380	45	18	388	25
Future Volume (vph)	60	251	31	45	345	53	36	380	45	18	388	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1804	0	0	1796	0	0	1804	0	0	1837	0
Flt Permitted		0.845			0.934			0.937			0.972	
Satd. Flow (perm)	0	1528	0	0	1678	0	0	1695	0	0	1785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10			9			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		339			387			452			303	
Travel Time (s)		7.7			8.8			10.3			6.9	
Confl. Peds. (#/hr)	47		44	44		47	22		56	56		22
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.92	0.92	0.92	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	380	0	0	457	0	0	501	0	0	506	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	36.0	36.0		36.0	36.0		44.0	44.0		44.0	44.0	
Total Split (s)	40.0	40.0		40.0	40.0		45.0	45.0		45.0	45.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Maximum Green (s)	35.0	35.0		35.0	35.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Efect Green (s)		35.0			35.0			40.0			40.0	
Actuated g/C Ratio		0.41			0.41			0.47			0.47	
v/c Ratio		0.60			0.66			0.62			0.60	
Control Delay		24.0			12.3			20.8			20.2	
Queue Delay		0.0			0.8			0.0			0.0	
Total Delay		24.0			13.0			20.8			20.2	
LOS		C			B			C			C	
Approach Delay		24.0			13.0			20.8			20.2	
Approach LOS		C			B			C			C	

Lanes, Volumes, Timings

3: South Salina Street & West Fayette Street/East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		151			87			189			189	
Queue Length 95th (ft)		245			m115			293			265	
Internal Link Dist (ft)		259			307			372			223	
Turn Bay Length (ft)												
Base Capacity (vph)		633			696			802			842	
Starvation Cap Reductn		0			66			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.73			0.62			0.60	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 71 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 19.4

Intersection LOS: B

Intersection Capacity Utilization 75.5%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: South Salina Street & West Fayette Street/East Fayette Street

 Ø2 (R)		 Ø4
45 s		40 s
 Ø6 (R)		 Ø8
45 s		40 s

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	335	63	22	297	0	0	0	0	35	53	33
Future Volume (vph)	0	335	63	22	297	0	0	0	0	35	53	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1803	0	0	1857	0	0	0	0	1787	3247	0
Flt Permitted					0.955					0.950		
Satd. Flow (perm)	0	1803	0	0	1776	0	0	0	0	1665	3247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16									42	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		307			445			388			300	
Travel Time (s)		7.0			10.1			8.8			6.8	
Confl. Peds. (#/hr)	22		44	44		22	33		29	29		33
Peak Hour Factor	0.90	0.90	0.90	0.78	0.78	0.78	0.92	0.92	0.92	0.78	0.78	0.78
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	442	0	0	409	0	0	0	0	45	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		47.0		47.0	47.0					33.0	33.0	
Total Split (s)		47.0		47.0	47.0					38.0	38.0	
Total Split (%)		55.3%		55.3%	55.3%					44.7%	44.7%	
Maximum Green (s)		42.0		42.0	42.0					33.0	33.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0			0.0					0.0	0.0	
Total Lost Time (s)		5.0			5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effect Green (s)		42.0			42.0					33.0	33.0	
Actuated g/C Ratio		0.49			0.49					0.39	0.39	
v/c Ratio		0.49			0.47					0.07	0.09	
Control Delay		6.2			16.3					16.8	10.9	
Queue Delay		0.1			0.1					0.0	0.0	
Total Delay		6.3			16.4					16.8	10.9	
LOS		A			B					B	B	
Approach Delay		6.3			16.4						12.6	

Lanes, Volumes, Timings

4: Montgomery Street & East Fayette Street

08/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B						B	
Queue Length 50th (ft)		48			137					15	11	
Queue Length 95th (ft)		m68			173					31	23	
Internal Link Dist (ft)		227			365			308			220	
Turn Bay Length (ft)												
Base Capacity (vph)		898			877					646	1286	
Starvation Cap Reductn		57			0					0	0	
Spillback Cap Reductn		0			50					0	0	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.53			0.49					0.07	0.09	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 66 (78%), Referenced to phase 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 11.4

Intersection LOS: B

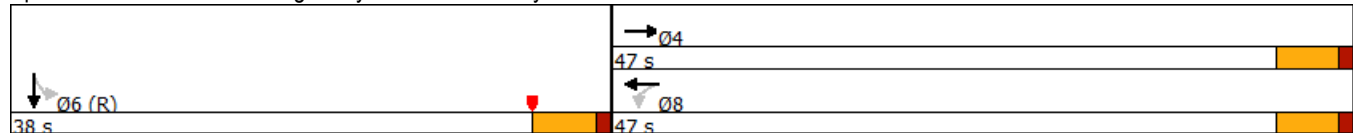
Intersection Capacity Utilization 57.1%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Montgomery Street & East Fayette Street



Lanes, Volumes, Timings

5: South Warren Street & Site Access

08/21/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	587	109	0	0
Future Volume (vph)	0	0	587	109	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1842	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1842	0	0	0
Link Speed (mph)	30		30			30
Link Distance (ft)	140		430			172
Travel Time (s)	3.2		9.8			3.9
Peak Hour Factor	0.92	0.92	0.78	0.78	0.92	0.92
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	893	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 40.8%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

6: Site Access & East Fayette Street

08/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	346	0	0	329	43	52
Future Volume (vph)	346	0	0	329	43	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1881	0	0	1881	1704	0
Flt Permitted					0.978	
Satd. Flow (perm)	1881	0	0	1881	1704	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	90			307	101	
Travel Time (s)	2.0			7.0	2.3	
Peak Hour Factor	0.96	0.96	0.80	0.80	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	0	0	411	106	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 30.5%

ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC
6: Site Access & East Fayette Street

08/21/2025

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	
Traffic Vol, veh/h	346	0	0	329	43	52
Future Vol, veh/h	346	0	0	329	43	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	80	80	90	90
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	360	0	0	411	48	58

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	- 771 360
Stage 1	-	-	- 360 -
Stage 2	-	-	- 411 -
Critical Hdwy	-	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	-	-	- 3.509 3.309
Pot Cap-1 Maneuver	-	0	0 - 370 687
Stage 1	-	0	0 - 708 -
Stage 2	-	0	0 - 671 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 370 687
Mov Cap-2 Maneuver	-	-	- 370 -
Stage 1	-	-	- 708 -
Stage 2	-	-	- 671 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	495	-	-
HCM Lane V/C Ratio	0.213	-	-
HCM Control Delay (s)	14.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-